

CAR CRAFT

NOVEMBER 1957 25c

SPECIAL ISSUE! CRAZY PAINTING!

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Custom finishes offer
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restyling at
low cost



Latest styling for
everything on wheels —
"REVERSED RIMS"

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BRISKOS MILEAGE SAVER FUEL PRESSURE REGULATOR

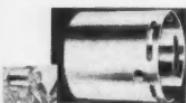
No other can deliver up to 4 lb. pressure & idle good & stop vapor-lock STOP flooding.

SIMPLE
ADJUST
MENT FOR
MULTIPLE
CARBURETION



\$5.95 Postpaid
HONEST #22

DELUXE CHROME GENERATOR COVERS



For all GM-Chrys products
Ford Products
\$2.25 Postpaid
HONEST #23

CHROME VOLTAGE REGULATOR COVER

Ford Prod. - GM Prod.
(Give year of car)



\$1.95 Postpaid
HONEST #24

FIESTA TYPE CHROME WHEEL COVERS 14" or 15"

For all cars - Replaces original factory type.

3 BAR

SPINNER

Heavy Construction.

Space for Weights

Set of 4
\$27.95

HONEST #26

Set of 2 \$14.00

HONEST #27

(State size of Wheel)

STOCK TYPE REPLACEMENT HEAVY CHROME FULL WHEEL COVERS



Space for weights, replaces original factory type.

FORD MERC
TYPE TYPE
All '49 CHEVY & Most others from '50 up available.

Set of 4 \$13.95
HONEST #28

HEAVY GAUGE PRIME FENDER SKIRTS

All brackets attached
Flush Mounting Inside Fender.



FORD '52-57
MERC '55-57
CHEV '49-54
(2-door only)
CHEV '55-57
BUICK SPEC '51-53
BUICK ALL '50 models
BUICK '51-53 Super & Roadmaster
PONTIAC '49-52
PLYMOUTH '53-57
\$9.95 Pair
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FLUSH MOUNT FOR
OLDS '58 (98 only)
OLDS '56-57 All
DODGE '53-57
BUICK '54-56
F-100 FORD PICKUP
'53-56
PONTIAC '57
\$11.00 Pair
HONEST #30

OUTSIDE MOUNT FENDER SKIRTS

FORD '49-56
MERC '49-54
BUICK '50-53
PLYMOUTH '53-56
CHRYSLER '53-56
DESOTO '53-56
STUDEBAKER '47-55
HAWK '56
OLDS '51-53 (88 only)
FORD TEARDROP
'38-40

MERC Box Type '39-48
FORD Box Type '41-48
Universal Fits
KAISER-FRAZER
'46-49
WILLYS '52-54
\$7.00 Pair
HONEST #31

HONEST ONE GLASS PACKED MUFFLERS or STEEL PACKED



Singles for FORD-CHEVY-MERC-CAD-DODGE-PLY-LINC-OLDS-PONTIAC-STUDE

\$5.98 Each
HONEST #32

DUAL MUFFLERS FOR CARS ABOVE

\$10.95 Pair

(Name car & year)
HONEST #33

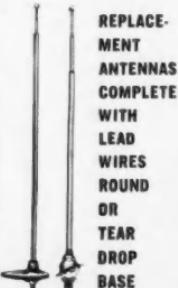
UNIVERSAL CHROME BONNET TYPE AIR CLEANER WITH SCREEN FILTER



For all 2-throat 2 1/8" Carbs

For all single throat 2-5/16" Carbs

\$1.50 Each Postpaid
HONEST #34



\$2.95 Each Postpaid
HONEST #35

DUMMY
ANTENNAS
SHORT FOR
STRAIGHT OR
ANGLE MOUNT
\$1.25 Each
Postpaid

HONEST #36
AMAZING PLASTIC
FILLER TO REPAIR
AUTO BODY FOR
CUSTOMIZING-
DECHROMING
SPREADS LIKE BUTTER
FAST DRYING



(Tube of Dryer with each can - FREE)
Extra fast dryer use with Regular -
Extra Ea. 60¢

1/2 pint 3/4 # & Dryer
\$1.50
HONEST #37

Quart 3 # & Dryer \$4.75
(Either Postpaid)

HONEST #38



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Surprise Money Saver
Catalog—then next issue
free.

HONEST CHARLEY SPEED SHOP

Box CC1904
Chattanooga, Tenn.

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the ORIGINAL **FYBRGLAS** BRAND metal repair & customize KIT



**Known-Used-Sold
ALL OVER THE WORLD!**

Famous since 1951 as the standard of quality. Available anywhere in the world, or order direct.

ALL KITS CONTAIN:

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FOOLPROOF Measuring—**FAILPROOF** Repairs!

5 BIG KITS TO CHOOSE FROM

330	\$ 1.98
331	4.95
332	12.95
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There's enough in this one to build a hardtop—or, two kits will make a complete sports car body!

ALL KITS ARE
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GUARANTEED

FREE!

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Spiegel's

Alden's

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Western Tire Stores (Canada)

or

Any Auto Parts Store

in

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in

The World

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3008 Montrose CC-11 Chicago 18, Ill.

Send name and address of nearest dealer and
FREE "Fiberglass Hints."

I enclose \$ _____ Send Kit # _____ ppd.

Name _____

Address _____

City _____

State _____

CAR CRAFT

The "Show-How" Magazine

Vol. 1

Published Monthly

No. 1

features

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The three radically painted customs found gracing this month's cover should give good indication as to what might be found inside. Yes, that's right, a full fourteen page special report on the latest paintin craze sweeping customizing circles which is aptly titled "CRAZ PAINTING". If you've ever wanted to give your car individuality, this painting is the answer. See if you don't think so after turning to page 14.

Anstochrome by Hardee, D'Olive, Paloczy

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CUSTOMIZE WITHOUT A TORCH.
TAP "glassing" kills make it easy to restore and repair auto bodies. New plastic bonds fiberglass to metal—strong as a weld job. Kit includes enough material for headlights plus taillight "frenching"—other car and household repairs. \$4.45 Item 1. PPD.



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Solid copper "idents" for your car, mailbox box, front door bussard shown above, luggage and dozens of other places. 5" long $\frac{1}{2}$ " wide. Permanent adhesive holds firmly. Give wording—up to 20 letters or numbers. Only \$1.95. Item 2. PPD.



RADAR EYE!

RENTATIONAL . . . Magic "RADAR" eye keeps tab on your car's operation . . . "Spots" trouble! Warns you if tire is going flat, oil getting low, car won't start, hand brake dragging, engine overheating, etc. Install in 3 minutes. No wires to connect. Neon bulb utilizes car's "frequency waves." Absolutely amazing how it works! Only \$3.95 complete. Item 3. PPD.



New Products

MAIL MART

©1957

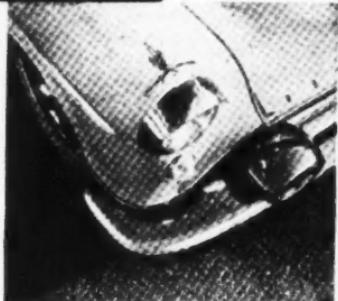
SPECIAL of the MONTH

Prices CUT!

Custom Striping

Stripe your car
for as little as

95¢ WERE
\$1.95



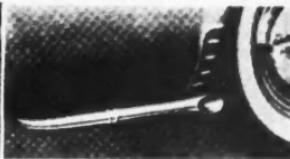
SAVE \$25.00 to \$30.00 . . . customize your car at a fraction of the cost of hand striping. You'll be thrilled how easy it is to apply genuine "CUSTOM-STRIPING" decals. Arrange any way you like. Original designs by famous Harbeck. Each set available in white, rich red, black or lustrous gold. Specify set and color wanted. Item 4. PPD.

Set "A"—For headlights, dashboard, other beauty touches . . . 95¢

Set "B"—Like Set A plus 12 extra designs for the center of the hood, corners of rear deck, etc. (Includes straight lines) . . . 31.85

Set "C"—Complete Deluxe stripe kit for your car—36 designs . . . 2.75

NEW Economy Striping Kit — The
Priced low (Not Shown). Item 5. PPD.



CHROME-PLATED OUTSIDE PIPES

Flashy triple chrome pipes add new-fashioned beauty touch. Eliminates tail pipe scraping and exhaust fume discoloration. Exhaust is carried outside of car into slipstream. This creates a vacuum that clears exhaust system faster and smooths out engine performance. Mounts to muffler—extends outside of car in front of rear wheel. Can be adapted to all cars—fits either side of any exhaust system. Easily installed. Pipes have 2 bends. 1 $\frac{1}{2}$ " outside diameter (68" size also available with 2" diameter). State size. Item 6.

26 $\frac{1}{2}$ " Long 15 $\frac{1}{2}$ " between bends . . . 8.65

34 $\frac{1}{2}$ " Long 22 $\frac{1}{2}$ " between bends . . . 8.65

46" Long 26 $\frac{1}{2}$ " between bends . . . 9.95

65" Long 45" between bends . . . 18.95

Chrome clamps. State size. Ea. \$1.95



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1958 Catalog!

Hundreds of NEW items—see 1958 accessories NOW. Power brakes—air conditioning, hi-fi . . . thousands of gas-savers, power boosters. Sent FREE with your order (otherwise send 25¢ to cover postage and handling).



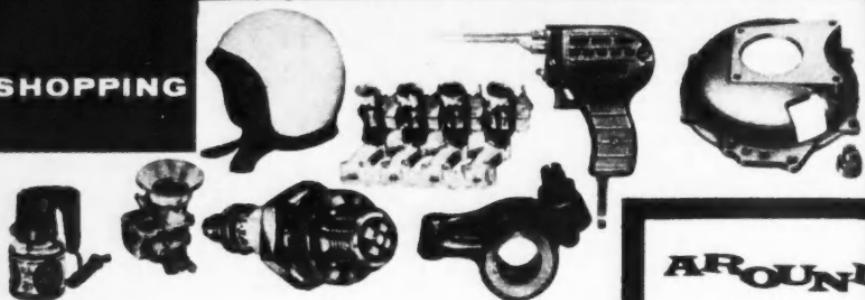
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Phone RAYmond 3-3671

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SHOPPING



AROUND



NEW $\frac{1}{4}$ MIDGET "T" ROADSTER

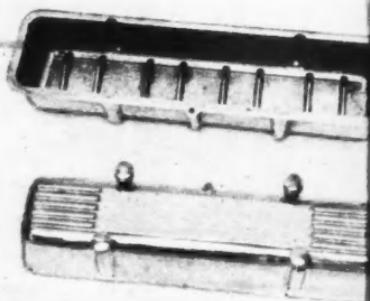
J & O Engineering just announced release of their new "T" roadster designed quarter midget type race car. Car can be purchased in complete kit form ready to run or in two stages of an unassembled condition. For information write: J & O Engineering, 19033 Ingomar Street, Reseda, California.

ROCKER ARM COVERS

For the Chevy V8 owner, here is a new heavy duty polished rocker arm cover. These have $\frac{1}{2}$ inch more clearance to permit the use of modified rocker arms.

The cover is vented and ribbed and has heavy noise deadening baffles cast in the top portion. For ease of access, covers are supplied with large easy grip knurled knobs. \$37.50.

Thomas Automotive,
8816-cc Crocker St., Los Angeles 3, Calif.



NEW CHROME GRILLE GUARD

An attractive new lower grille guard for the 1957 Plymouth that adds sturdy protection as well as an extra touch of chrome beauty is now available at your local Plymouth agency. It is made of strong, chrome-plated steel and is both bolted and clamped to lower edge of front bumper at both sides. \$9.95 not including installation price.

Hildebrandt

MFG. CO.

We manufacture or distribute
most any item of speed
equipment. See your dealer.

SPECIFY HILDEBRANDT EQUIPMENT

100-61

No. 57-4



No. 54-2



No. 55-1



No. 54-1

HEAVY DUTY CHROMOLY SHIFTING STICK

For '37-'38 Cad-LaSalle Floor shift transmissions. Machined from 41-30 aircraft chromoly steel ellipses. Heat treated for maximum strength. Invited rough competition use. Shifting stick extends out of transmission cover which requires welding your shifting stick to desired length. No. 57-4 Tax Incl. \$33.95

O.H.V. V-8 Olds Starter Switch-Over Kit eliminates steering clearance problem by moving starter to right side of engine. No. 54-2 \$37.00

OIL BY-PASS PLATE
Used when starter is switched to RIGHT HAND side. Oil filter must be removed & By-Pass plate installed with stock gasket & screws. No. 55-1 \$9.50

ENGINE ADAPTOR adapts '49-'54 O.H.V. V-8 Caddy & '49-'57 O.H.V. V-8 Olds to '32-'48 Ford & '39-'50 Merc Transmission. Also Ford

trucks to '53. 5/8" thick steel ... pilot bearing adaptor & instructions. No. 54-1 \$35.00
Olds Engine Adaptor Kit Consists of the above mentioned parts. No. 9000 complete kit/instructions \$74.00
Universal "Full Flow" Oil Filter. Can be used with any by-pass plate installation. No. 55-5 \$24.50 (tax inc.)

OIL FILTER BY-PASS PLATES

1956-1957 Chevrolet No. 57-2 \$9.50

ALL O.H.V. FORD, LINCOLN & MERC. No. 56-3 \$7.50

ALL O.H.V. CHRYSLER, DODGE, DESOTO & PLYMOUTH No. 55-6 \$5.00
No. 55-6T \$5.00

CHEV V-8 ADAPTOR PLATE
Adapts Chev V-8 engine to '32-'53 Ford, '39-'53 Merc & Ford Trucks to '53. Uses Ford pilot bearing & stock Chev V-8 flywheel. No. 55-3 \$42.50



No. 55-5



No. 55-6T



No. 55-6



No. 55-3

HILDEBRANDT MFG. CO.

10366 NORWALK BLVD. CC-11
Santa Fe Springs, Calif. Ph. OXbow 6-3617

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PIN-STRIPE *Decals*
by "gosh"



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an auto decal EXCLUSIVE by "gosh"
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C						1.00	
D						1.00	
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*free ship. FINAL TOTAL

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CC-11

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MAKE A DEPENDABLE RED SEAL THE HEART OF YOUR MACHINE



Finest power for racers, scooters, lawnmowers, garden tractors—any job within their capacity—is one of today's Red Seal heavy-duty air-cooled models. They're built to get up and go, and backed by engine experience dating from 1902. Greater piston displacement gives power in excess of rating, plus low-speed lugging ability that eliminates stalls. Exclusive Contex ignition system speeds and simplifies adjustment, doubles life of points and plug. Optional low oil level ignition cutoff ends hazards of running dry. **NOW AVAILABLE** with built-in flywheel generator charging batteries or lighting lights.

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FOR

**DESCRIPTIVE BULLETIN
AND ADDRESS OF YOUR
DEALER, DROP A CARD
TO "MIDGETS," AT THE
ADDRESS SHOWN BELOW:**



Continental Motors Corporation

INDUSTRIAL AIR COOLED ENGINE DIVISION
12800 KERCHEVAL AVE. DETROIT 15, MICH.



AU
Series Horizontal Shaft



AD
Series Vertical Shaft

DEUCE GRILLE SHELLS

Now available for '32 lovers is this molded deuce grill shell. Made of fiberglass, it is of stock height. An instruction sheet for modification is also included. \$19.95 plus tax. Also available and made of fiberglass are T-buckets. \$149.50. For further information write: Diablo Speed Shop, 3091 North Main St., Walnut Creek, California.

AUTO BODY REPAIR

Fibre Glass-Evercoat Co., Inc., announces the development of Formula 27 for repairing cracks, dents, and holes in auto bodies. The new product is a polyester putty which mixed with a hardening element, will cure to form a hard tough patch that can be sanded and painted in the normal manner. The manufacturer claims Formula 27 will cure in less than 15 minutes under a heat lamp. For further information write Fibre Glass Evercoat Co., Inc., 7220-cc Vine St., Cincinnati 16, Ohio.



NEW ANSEN CATALOG

complete in scope that no enthusiast could be without it, the new Ansen automotive 88 page catalog contains all the best speed equipment for OHV engines, plus special engine mounts and adaptor plates for swapping into your early chassis. It's all the record-holding drag equipment, too. Costs \$1.00; refunded with your first equipment order. Get it from ANSEN'S, 17-cc So. Norman Ave., Los Angeles, Calif.



FREE CATALOG



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AND CUSTOM
HEADQUARTERS

SAME DAY
SHIPMENT



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UP TO
50%**

on all parts
for your

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WAGON

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— all models

Get your FREE copy now... everything you need for your car, truck, custom styled car or hot rod. Save up to 50% buying by mail from Whitney! Thousands of hard-to-find items for cars from 1920 to 1957. See newest Hollywood accessories not offered in stores; high speed and power parts, custom styling equipment... all at lowest prices! Guaranteed satisfaction or money back. Our 20th year. Write now.

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Please send 25¢ to help pay catalog mailing and handling costs. We will credit 25¢ on your first order for \$5 or more. Mail coupon.

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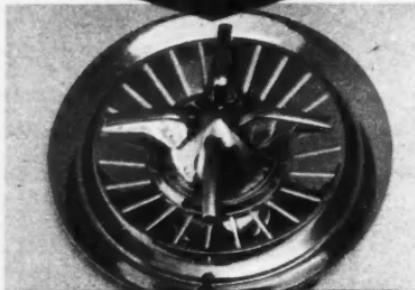
Rush giant 1957 catalog of auto parts and accessories at sale prices. I enclose 25¢ to cover part of mailing and handling cost, which will be credited to me on my first \$5.00-or-more order.

NAME _____

ADDRESS _____

CITY _____ STATE _____
Offer good in U. S. A. only.

*Something on
WHEELS*

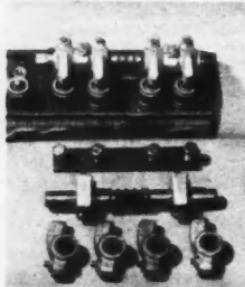


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Have Your Standard Hubcaps Made
FUTURIST • ATTRACTIVE • UNIQUE
 PRICES START AT \$15.95
 (Per Set)
 For free brochure showing designs,
 kits and colors available

Send to:
SOMETHING ON WHEELS
 Box 1208 CC-11 • Hollywood 28, California

New! THOMAS MAGNESIUM
 ROCKER ARM ASSEMBLY



for
CHEV.
V-8
Engines

Complete
 Kit
 as shown

94.75

(C.O.D.'s accepted)

FLASH!

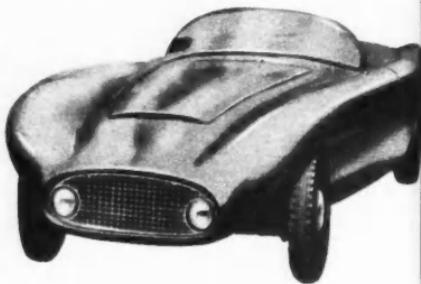
CHEV V-8 POWERED "Glass Slipper" Dragster turned 160.71 M.P.H. in $\frac{1}{4}$ mile at the recent Hawaiian invitational drag meet. Chev engine was equipped with THOMAS MAGNESIUM ROCKER ARM ASSEMBLY.

See your dealer or write direct:
THOMAS AUTOMOTIVE PRODUCTS

8816 Crocker St. CC-11
 Los Angeles 2, Calif.

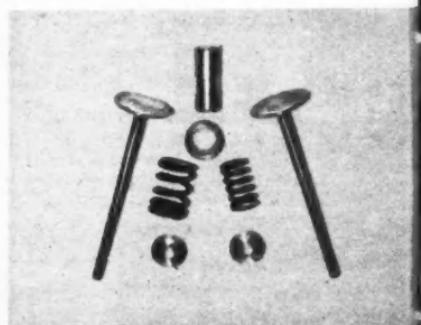
QUARTER MIDGET HEAD

Featuring deep fins for unexcelled cooling, the latest thing out for quarter midgets is this high quality aluminum alloy head engineered by Speed Products Company. Adequate clearance for large valves and ideal plug location. Guaranteed to be rigid and non warping. \$19.95. For further information write: Penrose Machine Company, 12903 So. Atlantic Avenue, Compton, Calif.

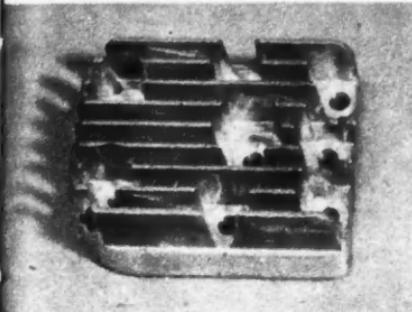


LEAF SPRING CONVERTER

This new product called Levelators converts leaf springs to Flexion-Level-Ride, according to manufacturer. It is installed under bottom of each main spring and creates perfect riding balance and road balance, doing away with bump bounce and roadshock. Made of magnesium steel. \$22.95 per set. Crown Spring Company, 1837 N. Woodstock St., Philadelphia 21, Pa.

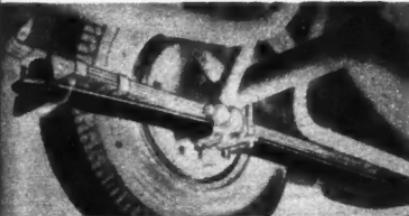


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FIBERGLASS SPORT CAR BODIES

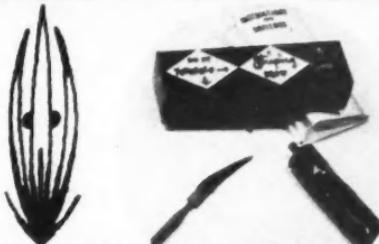
Available in two sizes. To fit short wheelbase cars such as Crosley, Fiat, Morris Minor, \$295. Larger body to fit chassis from 90 to 104 inches, \$495. Lightweight body design developed after extensive wind tunnel testing to perfect streamlining. Body specifications meet F.I.A. regulations for sports cars. Write: Almquist Engineering, Sports Car Div., Milford, Pennsylvania.



LIFTER-SPRING COMBINATION

Claimed by the manufacturer to stop valve float completely, this new lifter-spring setup is 50% lighter than anything now available. Made from a new tough alloy hardened and processed. Complete valve train weighs only 190 grams compared to stock valve train weighing 350 grams. Kit consists of lifters, special inner and outer springs, retainers, spacer, lightweight valve. Palmini Engineering, 3156 No. San Gabriel Blvd., cc So. San Gabriel, Calif.

DO-IT-YOURSELF STRIPING KIT



A new and easy method for striping your car (not decals). Kit includes: easy instructions, illustrations, patterns, professional brush, ready-mixed striping paint. Specify color: White, Red, Black.

Complete Kit \$3 (for extra 2 colors add \$2)
Special Patterns \$1 each: spider web, eye-ball,
skulls, dragons (4 for \$3.00)

"FABULOUS" DECAL PINSTRIPING SET
Fabulous decal pinstriping set. Contains easy to apply, rich looking pinstriping & designs. Complete set of 15 decals \$3.00
"Free" Spider Web decal with purchase of pinstriping decal set.

UNUSUAL DECALS
Fabulous Eye-ball \$1.00 Scary skull \$1.00
Realistic Spider Web and Black Widow \$1.00
Specify color: White, Black, Gold.

All orders ppd. In Calif. add 4% tax.

VENT STRIPING KIT
Dept. CC-11
1508 N. San Fernando Bl.
Burbank, California

SPEEDWAY

1/4 MIDGET*

COMPLETE CAR READY
FOR TRACK USE . . .

\$395.



COMPLETE PARTS

SPECIAL STARTER KIT
\$150.00

Complete repair department.
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LETTERS

Dear Sir: **QUICK WORK**
While reading your September edition I came across the Coming Attractions page. The first thing I saw was the pretty girl, and then I noticed the '56 Olds "98" taillight lenses she was displaying. Since then I have



adapted a pair of these lenses to my as yet unfinished '53 Ford Victoria, and thought that just maybe you could use the pictures.

The first time I worked the lenses I was satisfied with the flat edge left around the top, so I re-did the job using $\frac{3}{8}$ " round material resulting in what I think is a sharper appearance.

— Bill Thomas,
York, Penn.

PUTTING UP A NEW FRONT

Dear Sir:

I would like to have my car in your magazine — it's a '56 Ford sedan with a complete



'56 Oldsmobile grille assembly. Olds hubcaps and a lowering job are included along with a filled hood and deck. Painted blue and white, it's one of several customs belonging to members of my club, the Toki Torquers.

— Gene Herman,
Lodi, Calif.

FAIRVIEW ROCKER

I'm enclosing a shot of my '57 Chev convert — it has a custom grille built around



dition
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I ha
parking lights made up from Ford and Buick parts. The hood peaks were filled in using '39 Chev taillights. Painted black with white striping, the car's engine uses Edelbrock, Iskenderian and Mallory equipment. We, the car and I, belong to the Fairview Rockers Club.

— Bruce Johnson,
Fairview, Mass.

Q.M.'S AGAIN

Additional excerpts from letters commenting on the controversial subject of Quarter Midget coverage in CAR CRAFT follow:

... "they're all right (Q.M.'s) but it seems like they're becoming the 'main event' in your magazine — how about cutting down on them, because otherwise CAR CRAFT is the most" — Bob Fried, Rochester, New York ... "Where does this Jim Cogelow get off with his comments on Q.M.'s? Could it be that he can't appreciate the trend of the times, which certainly includes Q.M.'s?" — T. H. Knight, Phoenix, Arizona ... "I am glad there are still people around who in a small way, at least, are combating juvenile delinquency. Let's have more hobbies and interests like Little League Baseball and Q.M.'s, where fathers and sons can get closer together." — Paul Frueham, Moscow, Pennsylvania ... "I object to Q.M. articles as a waste of very valuable space — do anything, but get rid of these idiotic midgets." — Jeff Smith, Baltimore, Maryland ... "I am very interested in Q.M.'s and would like to know if there is a track anywhere in the area of Northeastern Alabama. Let's have more Q.M. articles!" — Jerry Maddux, Albertville, Alabama ... "I suggest you run some articles on building Q.M.'s — I'm 14 and would like to build one, but have no experience in building cars." — John Gonger, Freeport, Illinois ... "I think your magazine is fine, except for those darn Q.M.'s. I think

continued

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LETTERS

you should replace them with something more brainy, like engine swaps and ads listing parts for big cars."—Dan Ward, Mount Lake Terrace, Washington... "I've been a reader of yours for three years and have enjoyed it until now—I too, dislike the Q.M. stuff." J. W. Barrett, Jr., Norfolk, Virginia... "I was thinking about subscribing but this Q.M. stuff is not for me. Let's get CAR CRAFT back to the fine custom magazine it has always been in the past, and have more space for real cars. If it's going to be Q.M.'s, instead then I'm not buying."—Bob Lange, Aberdeen, South Dakota... "In your September edition three letters were printed stating Q.M. articles were a waste of space. I think that's wrong because thousands of boys my age and under like to read CAR CRAFT and enjoy Q.M. articles because we can drive these cars. I'm ten years old."—Jimmy Hill, Wakefield, Kan... "Why not stick to customs and rods and keep your magazine tops. Q.M.'s don't fit—they're for kids."—A Reader, Dallas, Texas.

So there you have the latest comments from the snowstorm of mail CAR CRAFT has received on this subject. Next month's issue will carry some quarter midget material, in response to requests, but will be backed up with a Mercury Custom Pictorial and coverage of both the National Championships, Drags and the Bonneville Speed Trials. Going to be with us?



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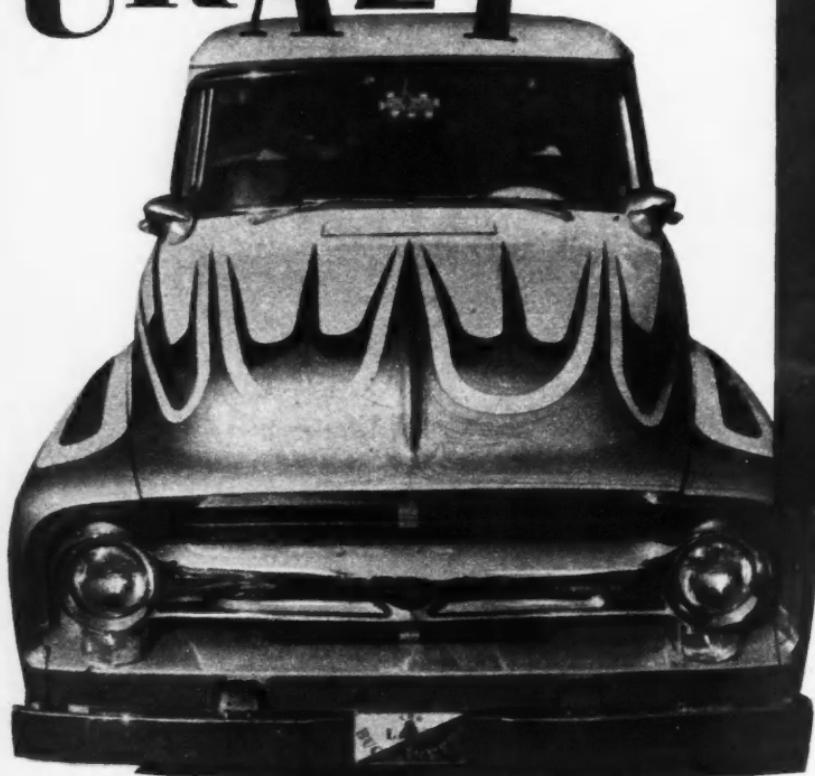


Co-starring **ARTHUR FRANZ · MARY ASTOR**

Produced and Directed by CORNEL WILDE · Written by JAMES EDMISTON and CORNEL WILDE · TECHNICOLOR®

Scallops — Flames — Stripes; torch tips grow
cool as customizers get hot for

CRAZY



SCALLOPED AND FLAME painting seem to be the order of the day with appearance-minded automotive fans. If you have any doubt, check out this month's front cover and the following fourteen page pictorial devoted strictly to bring all concerned up-to-date with this new and wild "crazy painting."

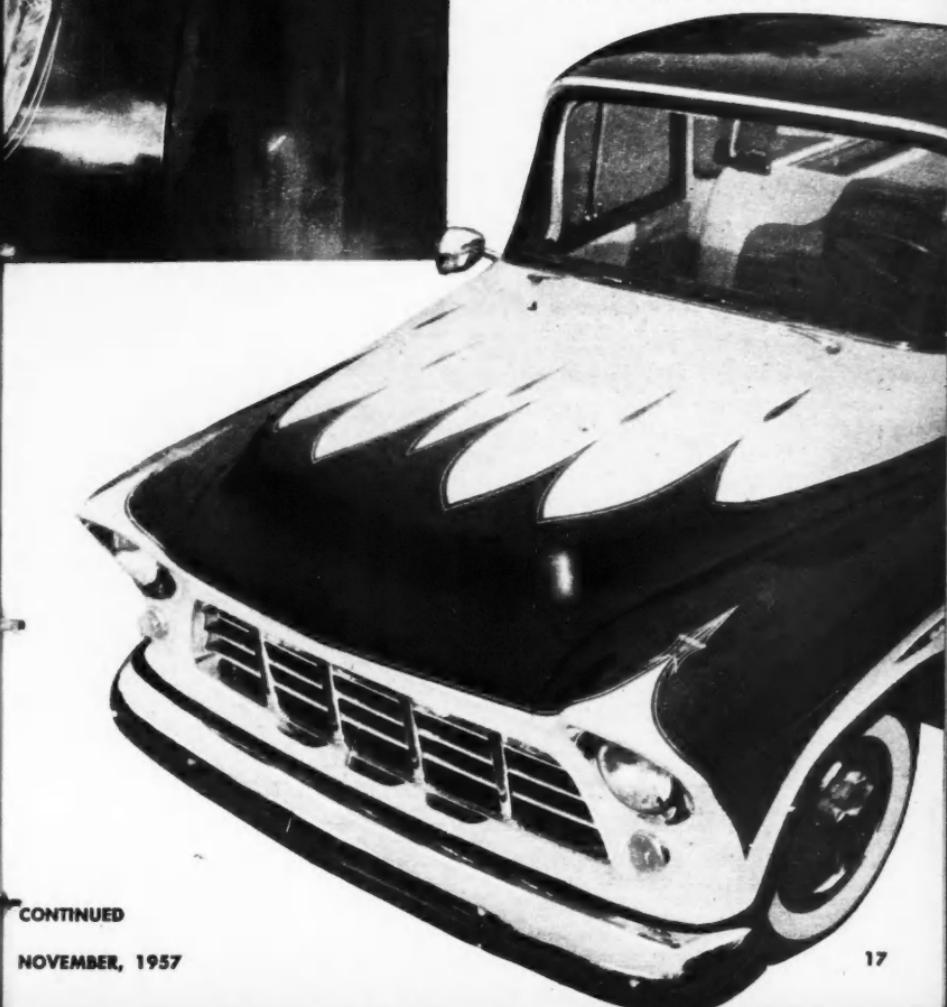
The flame patterns have been a part of the custom paint theme for quite sometime now, but recently even they have been receiving considerable elaborate attention by present strippers and specialty painters. The scalloped fad is the newest addition to the custom paint craze. One, swinging to popular designs commonly found on competition type automotive

equipment. The "scallop" popularity initially, where so-called street machines were concerned was heavily concentrated on late model pickups, but lately the radical renderings have been cropping up with much zest in the late model custom car ranks. Clever thought and application can be found behind each innovation; all tending to either accentuate custom construction or transform stock appearances.

On the following pages you will find a presentation of finish work as well as informative how-to-do-it features for creating your own flame or scalloped paint job. Designs stem strictly from pure imagination while painting procedures remain basic.

PAINTING

True scallops can be found on hood of this Chev "Cameo" pickup. Notice that small teardrops have been added to the tips of each scallop. Pattern of paint is also carried through to fenders and trails from wheel openings. Color is purple and white; work by Dick Katayanagi, Sacramento, Cal.



CONTINUED

NOVEMBER, 1957



CRAZY PAINTING

Late model products pictured above and below display radical paint treatments trimmed with tedious pin striping. Designs of this type would be classified as random scallops; running both fore and aft. Lower car's paint motif was created by Ed Roth.

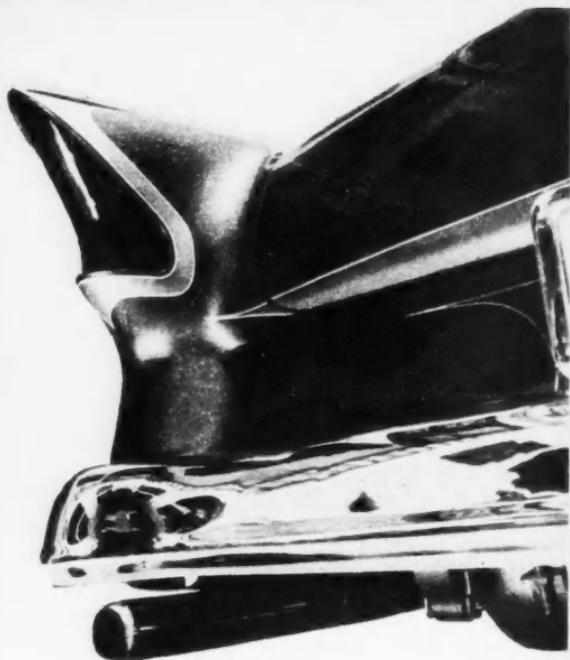




Late model pickup (top) possesses random pattern while '54 Chev (below) carries a trailing design that sweeps the complete frontal area of the car. Imagination plays a principle role in creating scallops or flames; procedure for both is very similar.



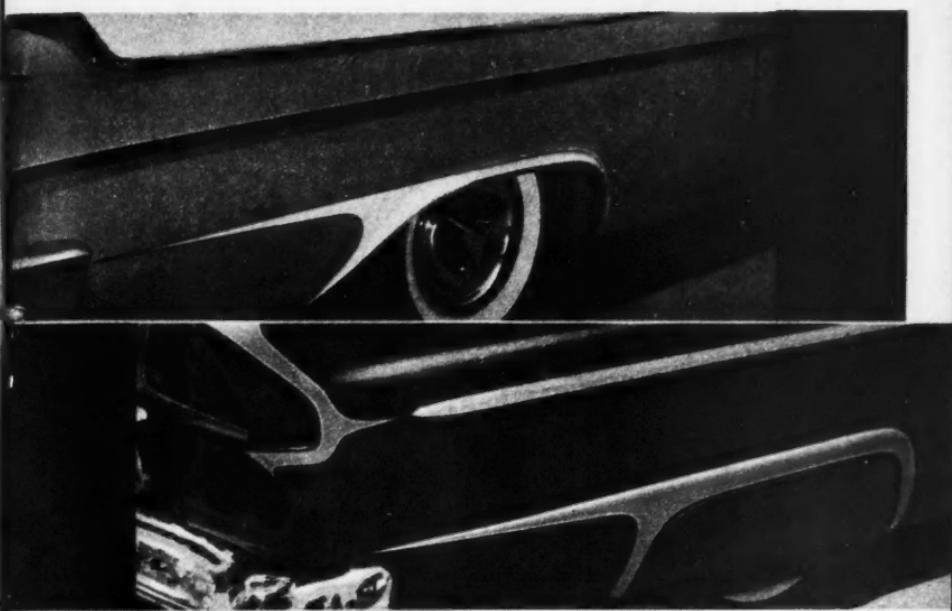
CRAZZY PAINTING



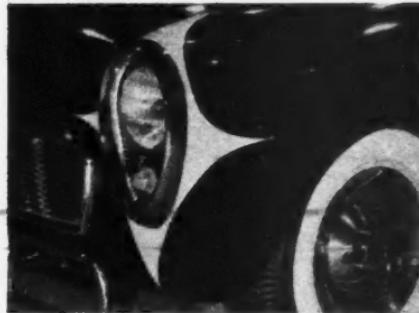
Clever thought went into the exterior makeup of this scalloped Ford's custom Packard taillights; bordered with gold scallops, paint helps to accentuate custom body work.



Small scalloped patterns bordering these two stock taillights lend the cars added flavor trimming them out with an unusual appearance. This particular type of conservative scallop treatment has proved very popular in the "Semi" and "Mild" custom classifications at auto shows being that special paint plays major role for added points.



Wheel openings also come under scallop paint spell. Sweeping and trailing spears emanating from the rear of the openings lend the cars pictured above extra flash.



Headlights prove naturals for the new scalloped patterns as you can see from this very complimentary grouping. All three, although similar, have their own particular design and composition. Notice the '57 Chevrolet's pattern (lower left) which incorporates an identical design, only on a smaller scale, trailing from the hood trim.

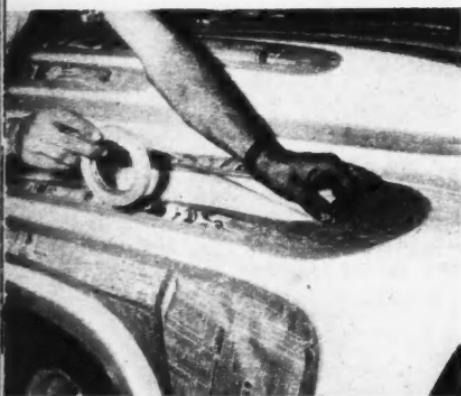
SCALLOPS



1. Talented stiper-painter, Dean Jeffries, first scribes off the scallop pattern.



2. Small, 1/4-inch masking tape is now used to outline the exact pattern of scallops.



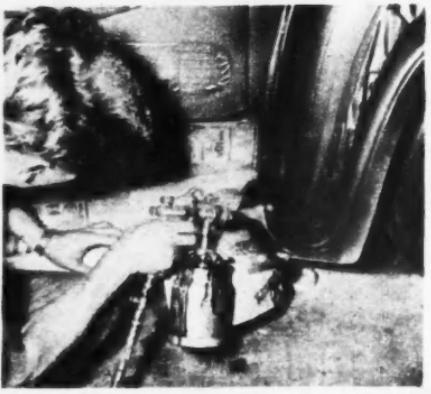
3. Areas not to be painted are now filled in; masked off with larger tape/paper.



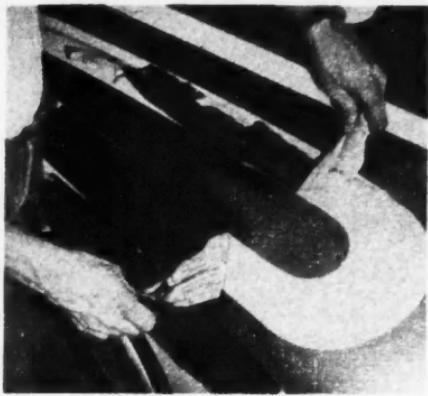
4. Surface to be painted should be sanded smooth with 400 wet/dry sandpaper.



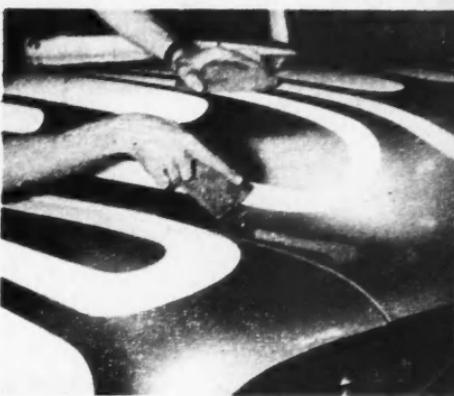
5. Before applying paint, thoroughly clean the surface with wax and grease remover.



6. Painting is next. Scallops can be only one color or blended with various tones.



7. With paint dry, remove tape and paper. Be extra careful with newly painted edges.



8. Number 600 sandpaper is now used to sand down paint edges. Again use caution.



9. Rubbing compound is used to bring the surface to perfection and to blend tones.



10. Last step is that of striping in the edges of the pattern in a contrasting color.

Here's the finished job radically done in dual-tone paint, blended and hand rubbed, trimmed off with contrasting pin stripes. Design incorporates a pattern that has scallops within scallops. Scalloped paint jobs run from twenty to sixty dollars in cost.



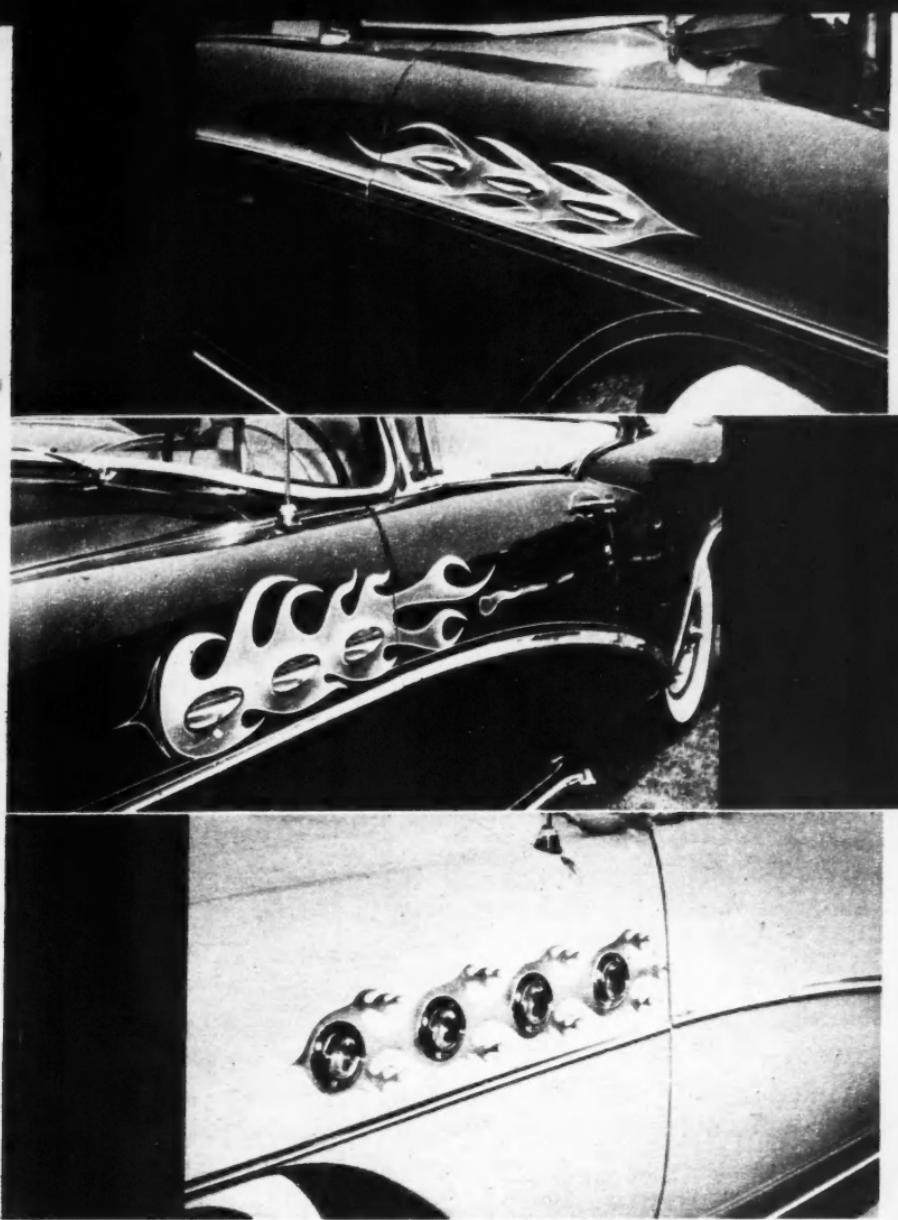
CRAZY

PAINTING



Painter, Larry Watson, (right) Southern California scallop and flame specialist explains the finer points of the crazy painting fad to Jim Jackson owner of the Chevrolet.





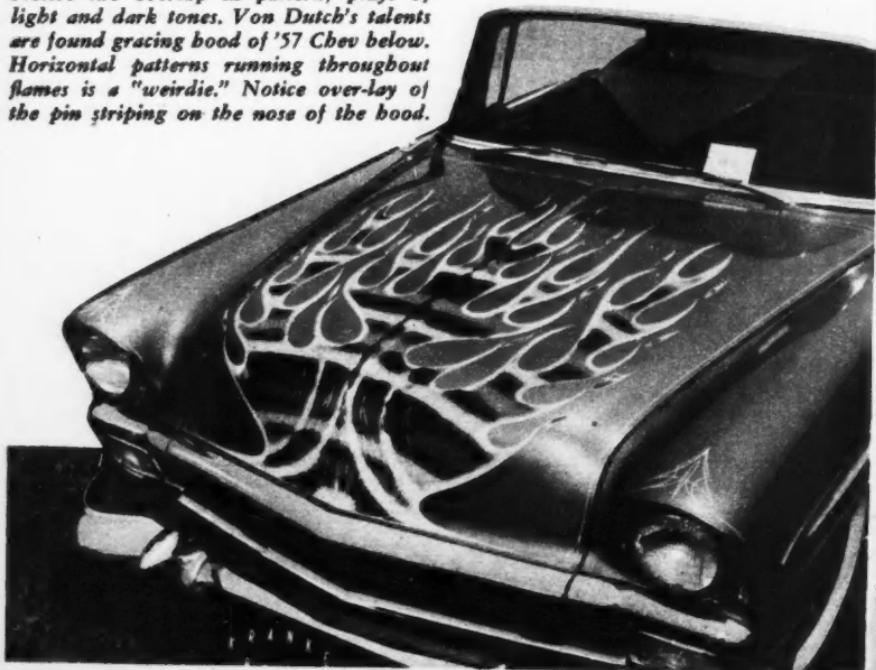
A neat gimmick employed by many of the late Buick owners is this flame rendering that surrounds the stock fender portholes. There are many variations that can be derived; again pure imagination takes over. All three pictured are of a blended variety.

Another Watson creation is this '56 Chev (left) with full compliment of blended flames that emanate from nose to wheel wells, then trail from side trim. Note scallops over lights.

CRAZY PAINTING



A very radical flame treatment can be seen on this late model pickup. Flames feature various tones that have been hand rubbed. Notice the overlap in pattern; plays of light and dark tones. Von Dutch's talents are found gracing hood of '57 Chev below. Horizontal patterns running throughout flames is a "weirdie." Notice over-lay of the pin striping on the nose of the hood.



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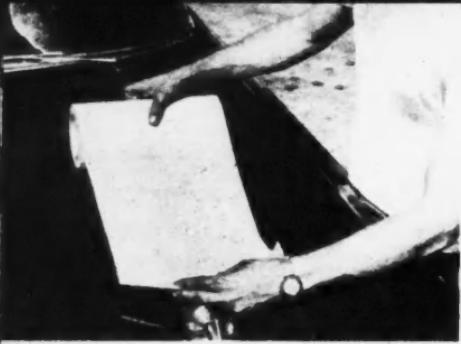
The fenders and front body panels of this '41-'48 Ford have been cleverly worked over with a striking flame pattern. Notice that hood remains plain except for louvers.

Here we've seen just how far out a flame creation can go; the pattern takes in center grille bar and top of pickup cab as well as hood and fenders. Stripper, Roth, is owner.



Kermis Hansen's '57 Buick, this month's cover car, gives a fine illustration as to how much flash a clean flame paint job will lend a late model having only minor body alterations such as nose/deck, etc.

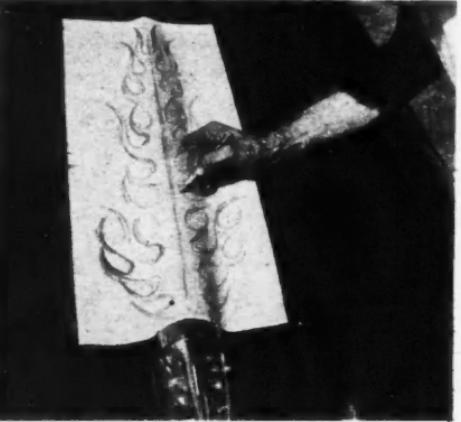
FLAMES



1. Masking paper rolls, obtained from sign supply houses, is first step with flames.



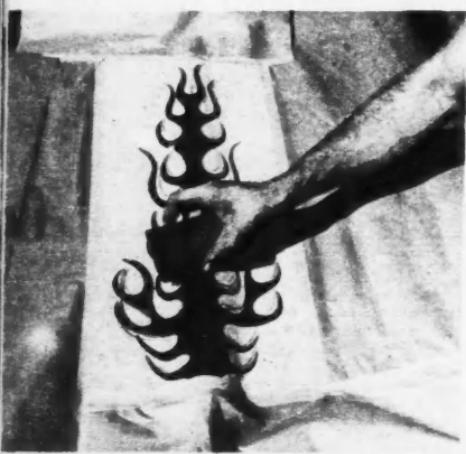
2. Press masking tape paper securely onto the surface. $\frac{1}{4}$ -inch tape could be used.



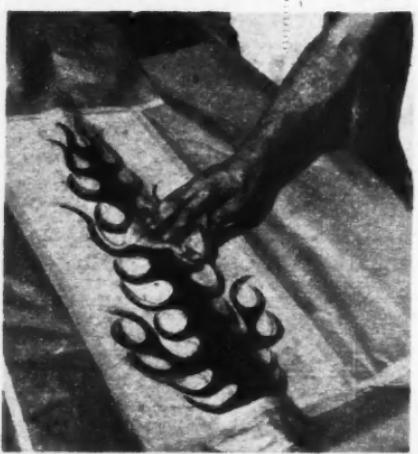
3. With a grease pencil or crayon, scribe off the desired pattern of the flames.



4. A sharp razor blade or pen knife is used to cut along the border; remove the paper.



5. Number 400 wet/dry sandpaper is used to sand the surface preparing it for paint.



6. Wash area with wax & grease remover. Double-check all the masking tape edges.

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7. Painting is next. Flames can be one color or blended (see *Car Craft*, Oct. '56).



8. After paint has dried, remove the paper. Take care not to disturb or damage edges.



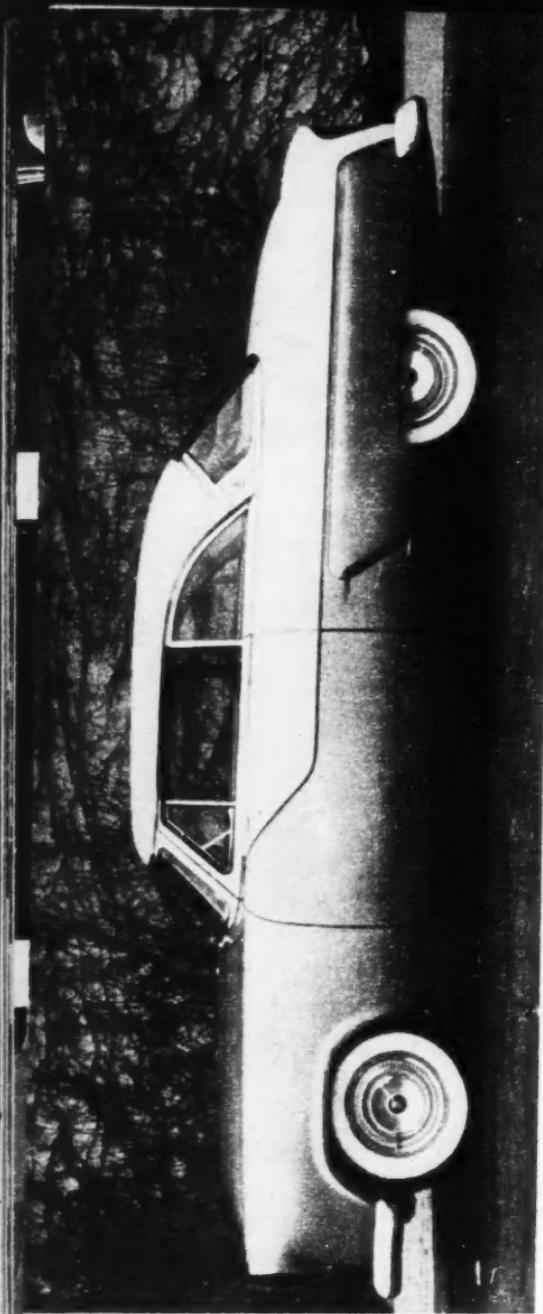
9. Rubbing compound is now used to cut the ridges and to blend out various tones.



10. Last step is that of striping in the edges of flame's pattern with contrasting color.

Lengthy flame design worked over '57 Chev's hood ornaments is popular treatment for the new model. Flame color blending was completely covered in the October '56 issue of *Car Craft*.





ABOVE • Side trim from '55 Pontiac graces Vic's flanks, separating the Heliotrope and White two-tone lacquer finish. Paint and bodywork are handicraft of San Jose, California custom shop run by Joe Wilhelms.



TOP • Owner Mike Lerner shows how stock medallion was converted to electric switch for operation of door solenoids.

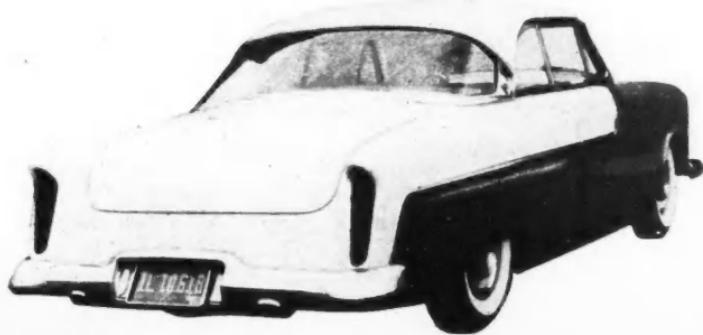
CENTER • Grille consists of '55 DeSoto bar within two '50 Merc shells; one inverted. Headlights are '55 Buick; bumper, '55 Ply.

BOTTOM • '49 Buick rear bumper center section butts into '49 Ford tips. Hooded frenched taillights use '55 Chrysler lens.

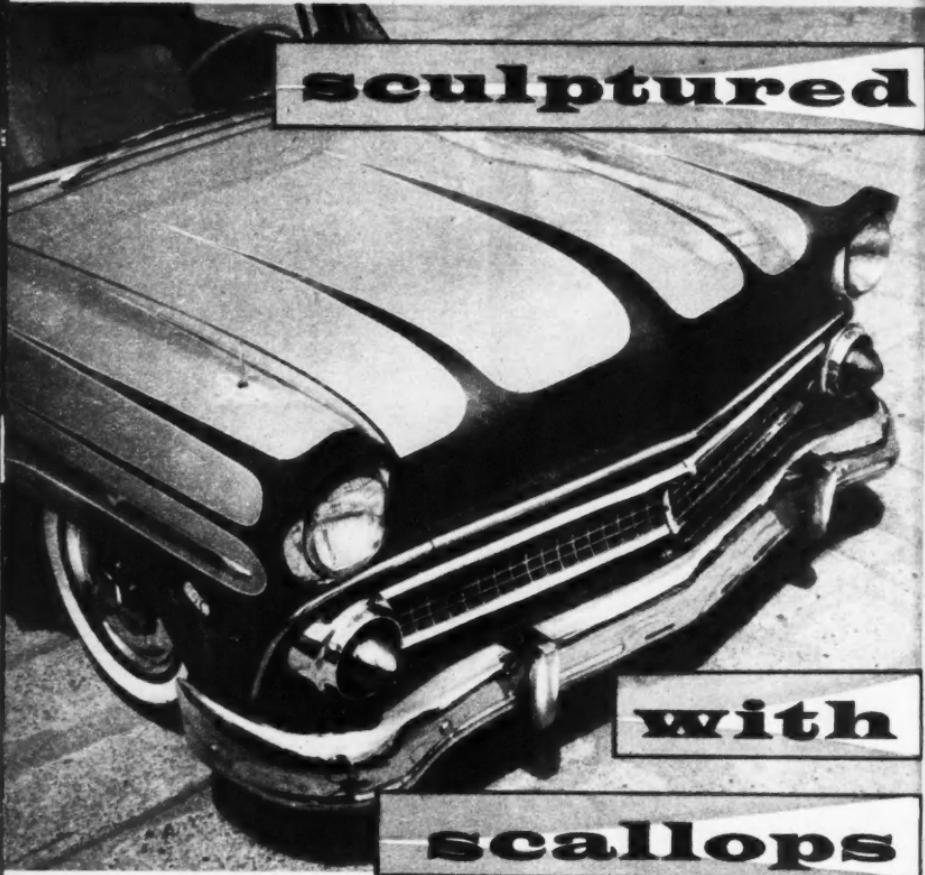
VIVID VIC



From Redwood City, California, comes this customized '54 Ford Victoria. The inset above shows special hood scoop made up using mesh and teeth from Buick cowl vent.

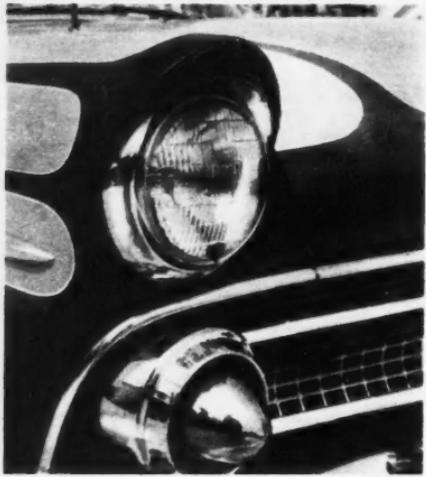


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Jon Deaton's trim tudor
plays variation on special
paint theme

ABOVE • To fully appreciate the riot of color taking place on the front of Jon Deaton's '55 Ford, turn to this month's cover. It's uppermost of the three shown.

LEFT • Unique touch is use of '55 Chevy light rims with space between rim and fender-top level filled-in with striped panel. Park lights are replaced with spinners.



ABOVE • Owner Deaton, of El Centro, Calif., credits Jerry's Custom Shop of Pacific Beach with the car's external changes.



ABOVE RIGHT & RIGHT • Wheels on Deaton's doll come in for their share of styling emphasis. Narrow whitewalls, current trademark of the "bit" customizer, grace the rims while a combo of '55 and '56 Olds Fiesta wheel discs provide glitter. Contrasting scallops sculpture the wheel opening, lending an air of swiftness to the car even when it's standing still.



PHOTOS BY BOB HARDEE

With the predominant color being a brilliant orange, the dark green scallops decorating the '55 snap out like a bolt from the blue. Enhancing the impression of lowness is the actual drop of 6" all around. The taillights are from a '55 Mercury wagon.

BARRIS CUSTOM SHOP

RESTYLES

FORD'S "RANCHERO"



George Barris



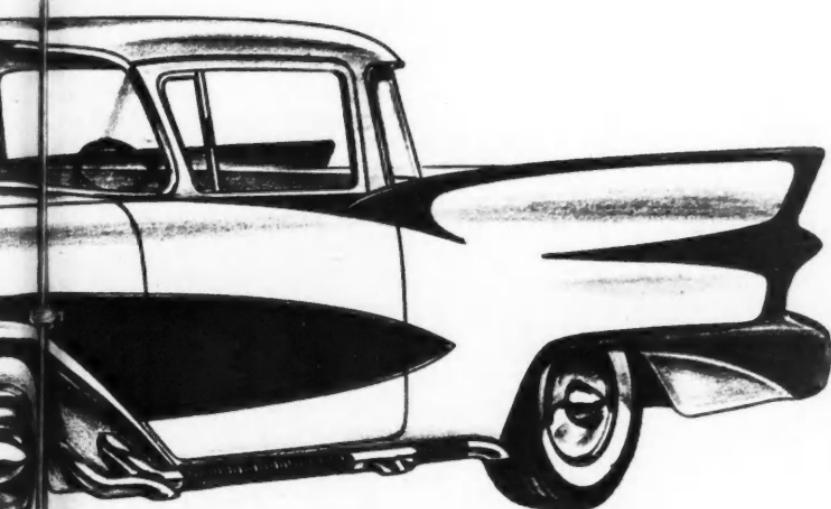
NOT EVEN THE mighty Thunderbird enjoyed the instant popularity accorded the Ford Ranchero. An overnight sensation with anyone who had need for a way to "haul it in style", the newest addition to the Ford Family was seen towing ski-boats, carrying competition cycles, and in general put to just about every utilitarian use conceivable—but with a difference. With a Ranchero, you could tote alfalfa, and still look like a "city slicker"!

First restyling attempts with the Ranchero followed the current trend of flame paint treatments, supplemented by sheer-line ex-

from a '55 Chevrolet pick-up for the stock Ford contours in this area. The abrupt, "unfinished" diagonal chop characterizing the transition of the cab's line to the bed on the stock Ranchero is thus eliminated completely—much to the betterment of the entire car's looks.

HOOD, GRILLE AND HEADLIGHT MODIFICATIONS

Filling the hood was the only change made on it proper. Installation of '57 Imperial quadruple headlights proved simple, since extra width for quads has already been pro-



ILLUSTRATIONS BY DICK COLLIER

hausts. To see just what one of the pioneer customizers would come up with given a Ranchero and a mythical budget of an even grand (\$1000), we called in George Barris, an industrial designer needing no introduction to long-time readers of *CAR CRAFT*.

BODY MODIFICATIONS

Major body appearance changes were wrought without resorting to major metal surgery, mainly through the legitimate visual trickery of the stylists' art. Greatest single contribution to the startling change of line thus achieved is the substitution of the rear window, and its surrounding metal work,

vided in the stock '57 Ford fender. A nice touch, not too noticeable by itself but one that will nevertheless have an affect upon the viewer, is that of making a concave crease down the forward top of each front fender, terminating between the sealed beam units.

A completely new frontal appearance has been attained through the use of two '54 Studebaker grille pans, one inverted, welded together to form an elliptical grille shell which was then filled with an original creation. Consisting of chromed tubing, brazed-up to suit, the special grille is arranged to present a concave appearance, thus visually shortening the distance the Stude pans pro-

RESTYLING

FORD'S "RANCHERO"

trude forward of the body proper. Serving double duty as a bumper, the grille is mounted on slip tubes to prevent damage from casual nerfing while parked.

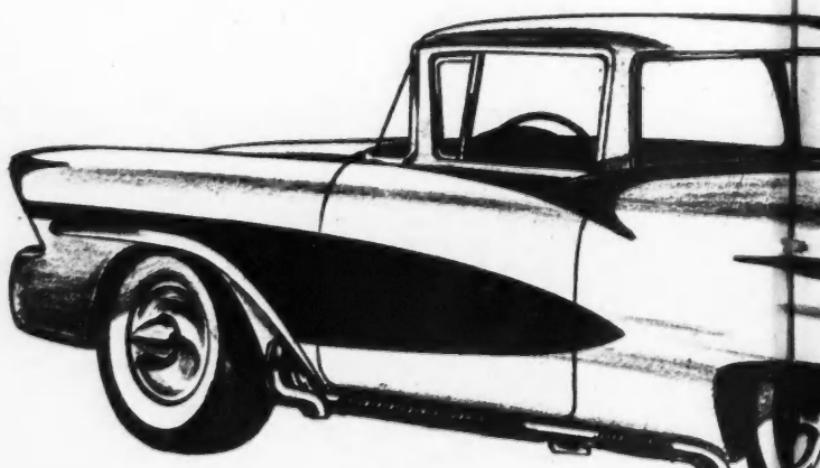
REAR FENDER BUMPER AND TAILLIGHT MODIFICATIONS

Atop the rear fenders rest another stylist's tool borrowed from South Bend - '57 Studebaker Golden Hawk tail fins.

Terminating in '57 Plymouth station wagon taillight lenses, the Stude fins taper down into a fender extension that can best be visualized by comparing it with a budding flower. Within the "bud" nestles a '55 Nash back-up light

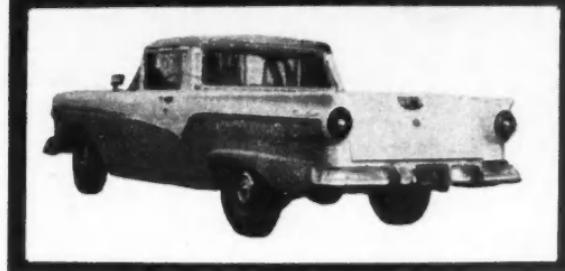
assembly on each side, completely doing away with the overly large Ford taillight assembly, and simultaneously disguising the origin of the car when viewed from the rear.

George explains the color separations, panels and striping on the car as being the way he would like to finish off the job - with a lime gold basic color, darker panels done in pearlescent black, and with striping in copper. Whatever your taste dictates should be the final color scheme, the modification shown here should make the final appearance more than just "worthwhile". We're just hoping someone will actually restyle a Ranchero in this manner.

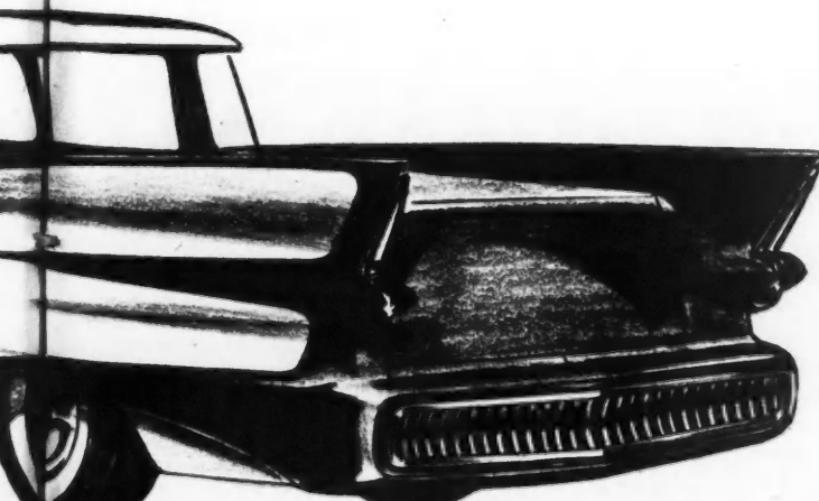


PARTS AND PRICE LIST
Build grille shell (two Stude)

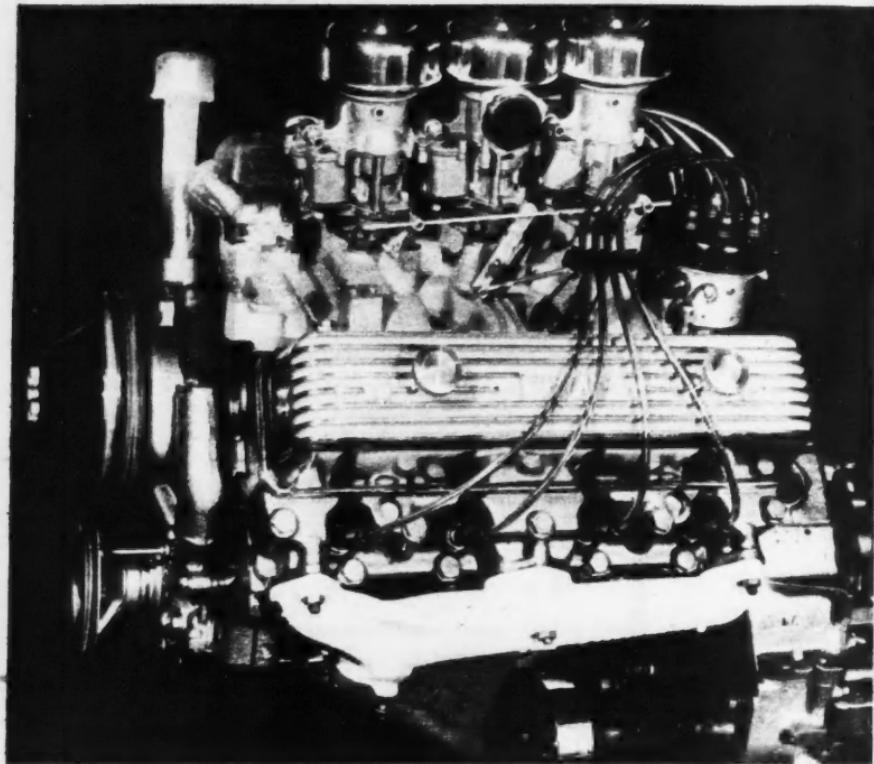
	Labor	Parts
Build grille shell (two Stude grille pans)	\$ 80.00	\$ 20.00
Build and install grille (tubes and bars)	45.00	8.00
Construct quad headlights ('57 Chrysler lights)	90.00	40.00
De-chrome hood	10.00	
Rework cab ('55 Chev truck)	150.00	35.00
Add fins to rear fenders and restyle taillights ('57 Stude "Hawk" fins—'57 Ply taillights)	150.00	35.00
Build rear body shell (two Stude grille pans)	80.00	20.00
Inner grille assembly for rear shell (bars and tubes)	45.00	8.00
Paint with scallops (materials included)	175.00	
	\$833.00	\$166.60
	166.00	
TOTAL	\$999.00	



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BUILDING AN



OVERHEAD

BY DON FRANCISCO

Photos by Eric Rickman

PART III

LAST MONTH we told you how Rick Rickman assembled the crankshaft, rod and piston assemblies, and camshaft in his Olds engine. This month we'll wind up the story by telling you how he installed the cylinder heads, the carburetors and their progressive linkage, and the ignition distributor.

Rick had decided to use Thomas magnesium rocker arms on the engine instead of stock arms. These arms have adjusting screws, which meant that he could use stock pushrods with them. If he had used stock arms, he

would have had to use adjustable pushrods so there would have been some means of adjusting the valve lash. The Thomas arms have the 1.5 to 1 ratio that is recommended for use with reground cams, and bronze bushings for the rocker arm shaft.

The pushrod seat in the lower end of the rocker arm adjustment screw of Thomas rocker arms and the upper end of the pushrods are lubricated by oil that flows from the shaft bore in the arms to a relieved area around the body of the adjusting screw. From the

relieved area the oil enters drilled passages in the screw that allow it to flow to the screw's pushrod seat. However, for the relieved area in the screw to line up with the feed hole in the rocker arms, it is necessary for the screw to be correctly located in the arm. This requires that the height of the pushrod seat in the valve lifters be adjusted according to the length of the pushrods. The only way this can be done is by placing one of the heads on the block and installing one lifter, pushrod and rocker arm. Then, with the adjusting screw correctly positioned in the arm and the lifter on the heel of its cam, the height of the pushrod seat is adjusted as closely as possible to the point where there is only a few thousandths of an inch lash between the arm and its valve. Rick found that for his engine the pushrod seat height was correct when there were two adjusting washers and the long spacer under the seat. All the seats were adjusted to the same height.

The head gaskets were coated on both sides with Aviation Permatex and then laid on the cylinder banks. Rick checked the water openings and the oil hole for the rocker arm passage in the gaskets to see that they aligned correctly with the holes in the cylinder block and then he set one of the heads on each of the banks. Each of the heads is located on the block by a pair of dowels. A couple of bolts were started in the threads of each cylinder bank to hold the heads in place while the valve lifters were coated with a mixture of graphite and motor oil and slipped into their bores. Then a pushrod was inserted in each

pushrod hole in the head and seated in its lifter. The rocker arm assemblies were next and then the long head bolts that pass through the rocker arm stands. Rick double-checked the rocker arm and shaft assemblies at this time to be sure the oil feed hole in the shafts would be in the correct position in relation to the heads so they would receive oil from the passages in the heads. The $\frac{5}{16}$ -inch cap-screws that hold the lower side of the stands to the heads were started in their threads and run down against the stands. Each of these cap-screws had a flat washer and a lock washer. The threads on all the head bolts were lubricated with the graphite and oil and the bolts were started in the threads in the block.

All the head bolts were run down snugly against the head and then they were tightened in the recommended sequence to the specified tension of 60 to 70 foot-pounds. Rick went over the bolts several times in steps of about fifteen foot-pounds until the maximum torque was reached and then he went over them again to be sure they were all tight. Tightening the bolts in small steps in this manner allows the head gaskets to conform to the irregularities on the surfaces of the block and head more completely than they could if they were tightened in only one or two times around. The $\frac{5}{16}$ -inch cap-screws in the rocker stands were pulled to 14 to 17 foot-pounds.

The machined surface on the crank pulley that contacts the oil seal in the timing chain cover was lubricated with the graphite and oil mixture and the pulley was installed on

CONTINUED

With heads installed, first step in assembling OHV valve gear is pre-lubrication of lifters. Mixture of graphite and oil, available under various trade names, insures against "dry" start with new engine. With lifters inserted into bores, pushrods and pushrod seat washers furnished with cam kit may be installed for trial fit in relation to rocker arms.



BUILDING AN OVERHEAD

the shaft so the capscrew that holds it on the shaft could be used to turn the shaft while the valve lash was being adjusted. The capscrew was tightened to 45 to 50 foot-pounds.

The lower end of the valve lifters in these blocks can be seen without any trouble when the lifter chamber cover is off the engine, making it easy to tell when a lifter is on the heel of its cam so the lash for the valve

pose with his rocker arms. The spacers, with a gasket above and below them, are placed between the heads and the stock covers. A pair of special studs, which are longer than stock studs, must then be installed in each head to hold the covers in place. Some of the special aluminum covers available for these engines have ample room inside for special rocker arms and it is not necessary to install the spacers with them.

To enable the engine to run well at all speeds, Rick decided to install three carburetors with progressive throttle linkage on it. This arrangement seems to be the answer for



Reading from top to bottom: Adjusting screw, pushrod seat, pushrod seat height adjusting washers, valve lifter. Arrow indicates oil groove in adjusting screw's shank.

actuated by the lifter can be adjusted. Rick turned the crankshaft until the tappet for the first valve in one of the heads was in this position and then he adjusted the lash by inserting the correct blade of a thickness gauge between the end of the rocker arm and the valve stem and running the adjusting screw in the rocker arm down onto the pushrod until the gauge just filled the gap between the arm and stem. Then he locked the screw in the arm with its locknut. Each of the valves was adjusted in this manner.

When Thomas rocker arms are used on an Olds it is necessary to raise stock rocker arm covers so the upper ends of the adjusting screws in the arms will not hit the covers when the arms are lifted by the cams. Thomas includes a set of special spacers for this pur-



Thomas magnesium rocker arms are adjusted for clearance after first determining correct number of pushrod height adjusting washers needed for proper relationship.

the modern large-displacement engine that must run well for normal driving and still have ample carburetion to develop the maximum horsepower of which it is capable if the need should arise.

Three carburetors and progressive throttle linkage eliminate all of the carburetion difficulties of the old days. It used to be that when enough carburetion was bolted onto the engine to let it breathe as it should at high speeds, it would be over-carbureted at low speeds. And if the carburetion was right for low speeds, the engine would starve for air at high speeds. There didn't seem to be an answer. But now, with progressive linkage, just enough carburetion can be provided for low speeds with plenty in reserve for high speeds.

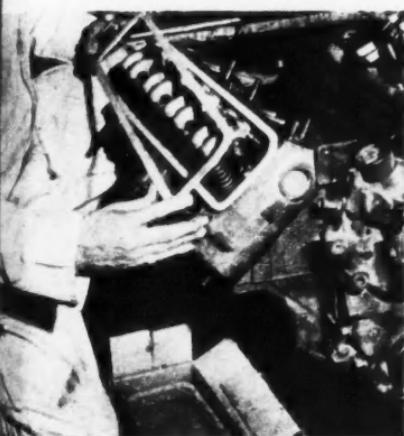
The idea of progressive throttle linkage is

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enable the engine to run on one dual-throat carburetor at low speeds and on three at high speeds. Using only one carburetor for low speeds and normal cruising makes it possible for the engine to idle well and for the velocity of the air through the carburetors to be high enough for good carburetion. The high velocity mixes the fuel well with the air, resulting in good fuel economy. The fact that the limited venturi volume of the single carburetor makes it necessary to open the carburetor's throttle valves wide enough at normal speeds for its cruising system to come into action also helps fuel economy. If the engine were to run on all

cut in late so they open with much less throttle pedal movement than is required for the one that operates all the time.

Rick chose a Weiand intake manifold because it fulfilled all the requirements he thought were necessary for the type of driving he would be doing. It is well designed internally so the cylinders in the engine will get equal charges of fuel and air mixture when the engine is running on only the middle carburetor; it has a heat chamber to heat the mixture fed to the cylinders to ensure good performance under all conditions and good fuel mileage at cruising speeds; it has adequate



Included in rocker arm installation kit are necessary spacers to raise rocker covers sufficiently to provide needed clearance over rocker adjustment screws.



First step on installation of Eelco progressive throttle linkage is substitution of stock throttle butterfly shafts with the longer ones furnished in the Eelco kit.

three carburetors all the time, as it would without progressive linkage, it would be possible for the carburetors to be operating on their idle system when the car was being driven at normal cruising speeds. This could be rough on fuel economy because the idle system provides mixtures somewhat richer than those of the cruising system.

Adequate carburetor capacity for high-speed operation is assured by cutting the two additional carburetors into the system when they are needed. This is done automatically by the same throttle linkage that operates the single carburetor. The throttle valves of the three carburetors are connected in such a manner that all of them reach the wide open position at the same time. This is done by accelerating the movement of the valves in the two that

clearance for the installation of progressive throttle linkage; and it has three-bolt mounting flanges to match the carburetors.

The carburetors are 1957 Ford Holleys with $1\frac{1}{16}$ -inch venturis. These carburetors are relatively inexpensive and they are available from any Ford dealer. They have the usual Ford three-bolt mounting flanges but they are just enough larger in their outside dimensions than earlier model carburetors that they wouldn't fit on the manifold until some filing was done on their float bowls and covers. The carburetor mounted on the manifold's center flange is the one that will be used all the time and it has an automatic choke. The other two were fitted with manual chokes but Rick removed their choke mech-

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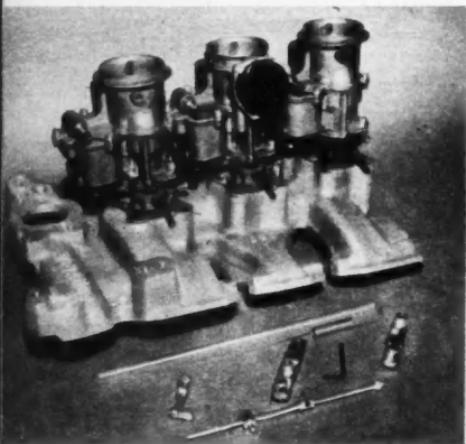
BUILDING AN OVERHEAD

anism to simplify the assembly. With progressive throttle linkage a choke is needed on only the carburetor that operates at low speeds because the throttle valves in the other carburetors are closed when the choke is needed.

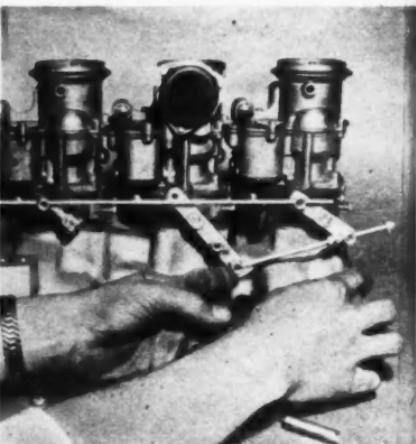
There are several makes of progressive throttle linkage available but the one Rick used is made by Eelco Manufacturing and

throttle valves of the end carburetors were adjusted so they will close completely without binding in their bores. The valves must close as tightly as possible so air cannot pass them and upset the idle mixture being delivered by the middle carburetor of the setup. However, they must not bind in the bores or they will not open and close easily, causing the throttle to be hard to operate.

The levers supplied in the kit for the three carburetors are all different. One of them is conventional in that it has a hole in one end so it can be clamped to the throttle shaft and



Weiand three-carburetor manifold was selected for balanced design, exhaust heat feature so necessary for street use. '57 Ford Holley two-bore carburetors used.



Eelco linkage installed on Holley carburetors used with Weiand manifold. Hook-up procedure described in text may be best understood by referring to this photo.

Supply Co. It is possible with this linkage to use two carburetors at low speeds and cut in the third at high speeds, but the single-to-triple is the more logical of the two arrangements for the type of driving Rick does.

The linkage was easy to install because all of the parts needed, including special throttle shafts for the carburetors, were included in a kit that came with it. Because of the throttle shafts it is essential when ordering linkage of this type to specify the type of carburetors that are to be used so the correct shafts, if they are needed, will be included with it. The reason special shafts must be installed in some carburetors is that the stock shafts are not long enough to accommodate the special throttle arms used with the linkage.

When the new shafts were installed, the

a hole in its opposite end for a pivot for the throttle rod. Another is double-ended with a throttle shaft hole midway between the pivot holes at its ends. The distance from the center of the throttle shaft hole in this lever to the centers of the pivot holes in its ends is the same as that of the single lever. The third lever is also double-ended but the distance from the center of its throttle shaft hole to the center of the pivot holes in its ends differs. On one end this distance is the same as it is on the single and other double lever but on the other end the distance is longer.

The linkage was easily installed by attaching the single lever to the shaft in the front carburetor, so it extended upward from the shaft, and attaching the double lever with equal length arms to the shaft in the rear

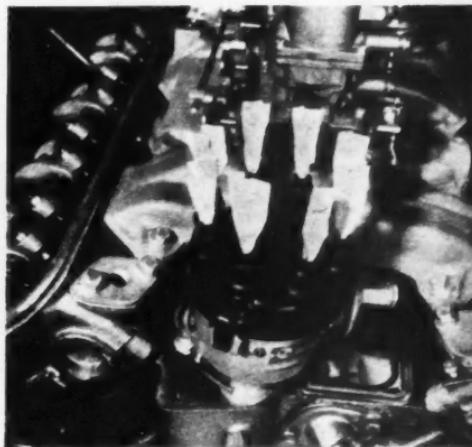
carburetor. The throttle valve adjusting screws in both the front and rear carburetors were removed so the valves could close completely. The levers were then connected with the longer of the two throttle shafts and adjusted so the valves in both carburetors closed at the same time and opened together. The double-ended lever with unequal arms was then attached to the middle carburetor, with its short arm extending upward, and its lower end was connected to the lower end of the rear carburetor lever with the shorter of the throttle rods. This rod has an adjustable stop

open. The position of the pivot hole in the longer arm of the lever on the middle carburetor determines when the valves in the front and rear carburetors will start to open. An extra hole is provided in the arm to change this adjustment. It's really a simple installation and the linkage works well at all speeds.

Efficient carburetor air cleaners are important to long engine life but the only ones Rick could find that would fit his carburetors because of their close spacing were small wire-mesh cleaners with chrome-plated covers. Wire-mesh cleaners are not efficient enough



Two features separating a mediocre engine from the superior type are balance and ignition. Rick had his balanced at CT Automotive; used W&H DuCoil ignition.



In order to select the most convenient outlet for #1 cylinder, the engine's firing order was marked for each outlet and the combo offering easiest routing chosen.

that can be clamped to it at any point along its length and a permanent stop on one of its ends. To complete the hookup, the rod from the throttle pedal in the car was connected to the upper end of the middle carburetor lever and an extra throttle spring, also included in the kit, was connected to the linkage for the end carburetors.

The linkage was adjusted so that when the throttle valves in the middle carburetor are closed, the permanent stop on the end of the rod between the middle and rear carburetor pulls the rear lever and closes the valves in the front and rear carburetors. The other stop is adjusted on the rod so that when the valves in the middle carburetor are fully open it pushes the lever on the rear carburetor and holds the valves in the end carburetors fully

to keep the smaller particles of dirt and grit out of an engine and they shouldn't be used if anything better can possibly be had. The best cleaner one can get now is the comparatively new paper-element type that is much more efficient than even oil bath cleaners, which for many years were considered to be the best that could be made.

In line with his policy of keeping the engine as easy to service as possible in the event of a breakdown on the road, Rick chose a W&H dual-coil ignition distributor for it. This distributor has a four-lobe breaker cam and two sets of breaker points but it uses stock components that are available almost any place one would care to go. In addition to this it is a dependable unit entirely ade-

CONTINUED ON PAGE 60

Customizers borrow a trick from the track gaining the concave contours of

REVERSED WHEELS

BY DICK DAY





REVERSED WHEELS — the magic word with customizers. With so much emphasis currently being placed upon specialized hubcaps and wheel covers it's only natural that the wheels themselves should take on some of this special flavor. The special effect that has taken root on custom cars of all vintages is reversing the wheels. It consists of detaching the center of the wheel from the rim, turning the center piece around, then attaching it to the rim again thereby lending the wheel a much deeper "dish".

Most common approach to the reversed wheel fad has been to use the '49 through '51 Merc wheels. This wheel possesses the same bolt-lug pattern fitting Fords from '40-'48, and Mercs from '40-'51. The '48 Merc wheel, first of the 15-inch size, is another popular selection with customizers who wish to make use of the widely accepted "baldy" accessory hubcap designed for '40 Fords which has become very popular for other earlier models.

There are other wheels that carry preference with custom car builders when reversed wheel styling is called for; these are the wheels that offer a deeper "dish" than that of the Mercs previously mentioned. '50 through '54 Buick Super rims can be used with Ford or Merc wheel centers. When making this modification the Ford and Merc centers have to be turned down on a lathe to properly fit the Buick rim. Other deep "dished" combinations can be worked out utilizing some of the late model Lincoln wheels, of approximately the same years, again employing Ford/Merc centers.

There are several rules and factors to consider before reversing any wheel, especially when they are to be installed on late model cars. First, measure out the inside dimensional areas of the wheels and the bolt-lug pattern making sure that it will fit your present hub. Give consideration to the wheel wells of your car making sure that the added width gained is going to fit up in the opening properly; on earlier model cars this can be solved by slightly raking the car through the suspension system or by adjusting tire sizes. On late model cars though, radiused wheel openings are generally deemed necessary to lend needed clearance in the wells.

We wish to thank Don Hentzell of Western Wheel & Rim Service, 420 25th Street, Oakland, California, for his cooperation in bringing this exclusive "Reversed Wheel" feature to the readers of *Car Craft Magazine*.

CONTINUED

REVERSED WHEELS



Reversed chromed wheel combined with radius rear wheel opening; required many late model cars styled with partially enclosed rear wheel wells. Approximate additional width for reversed wheels is as follows: late Ford and Chev - 1-2 inches, '48 M2 - 2 inches, '49-'51 Merc - 3 inches, '50-'54 Buick and Lincoln - 4 to 5 inches. Any wheel can be reversed but the deep "dished" effect is what most customizers seek for appearance.



Another completely chromed assembly has small spinner attached at center. Reversed wheels can be customized with spinners, blades, etc., similar to any stock hubcap.



Deep "dished" appearance is obvious here with this Buick rim; center hub trim consists of Eastern Auto Spinner with three late '53 Ford pickup grille teeth added.



A clever gimmick employed by many owners of early models is to use the '49-'51 Merc reversed rims sans hubcap. Centers are painted in detail and chromed acorn nuts are used as bolt-lugs.

Below we find a similar treatment only the builder utilized a large Eastern Auto Spinner to cleverly cover the wheel hub.

A good example of how the '50 Merc hubcap can be specialized in conjunction with reversed rim is this innovation whereby center piece of Dodge "Lancer" cap is adopted to face of cover.

CONTINUED

REVERSED WHEELS



1. First step consists of removing wheel center; cut rivets with chisel or airgun.



2. Turn center of wheel completely over (reverse) and press it back into the rim.



3. Use a drift pin to align the rivet holes. Bolt wheel to dummy hub and true it up.



4. With the center and rivet holes correctly aligned, the center is riveted to the rim.



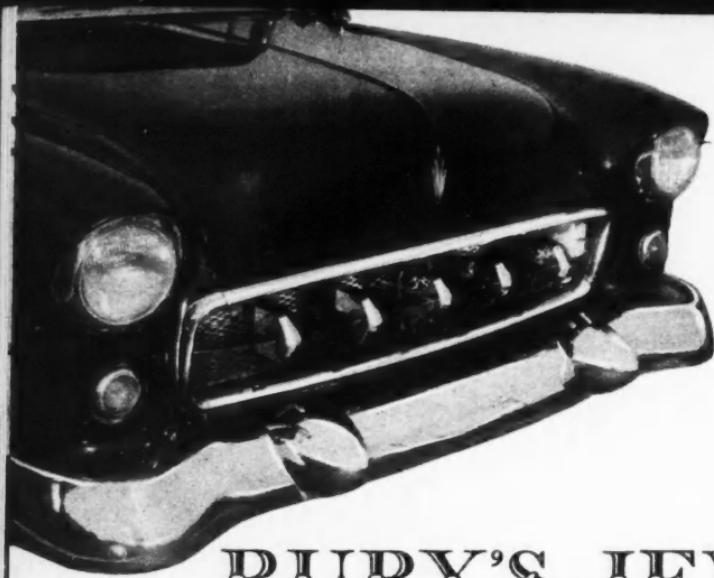
over
rim
Valve hole sealed off with conforming
tack welded, then ground smooth.



6. Position new valve hole directly across
from old; file to eliminate rough edges.



'48 Merc wheel and "baldy" hubcap really come on for early models and late model pickups. Deep "dish" is very apparent in this shot. Cast for reversing wheels generally runs between 4 to 5 dollars special machining runs the labor slightly higher. Chrome plating costs approximately fifteen dollars a wheel.



RUBY'S JEWEL

Sparkling "Candy Apple" coupe is as jem-like as its owner's name



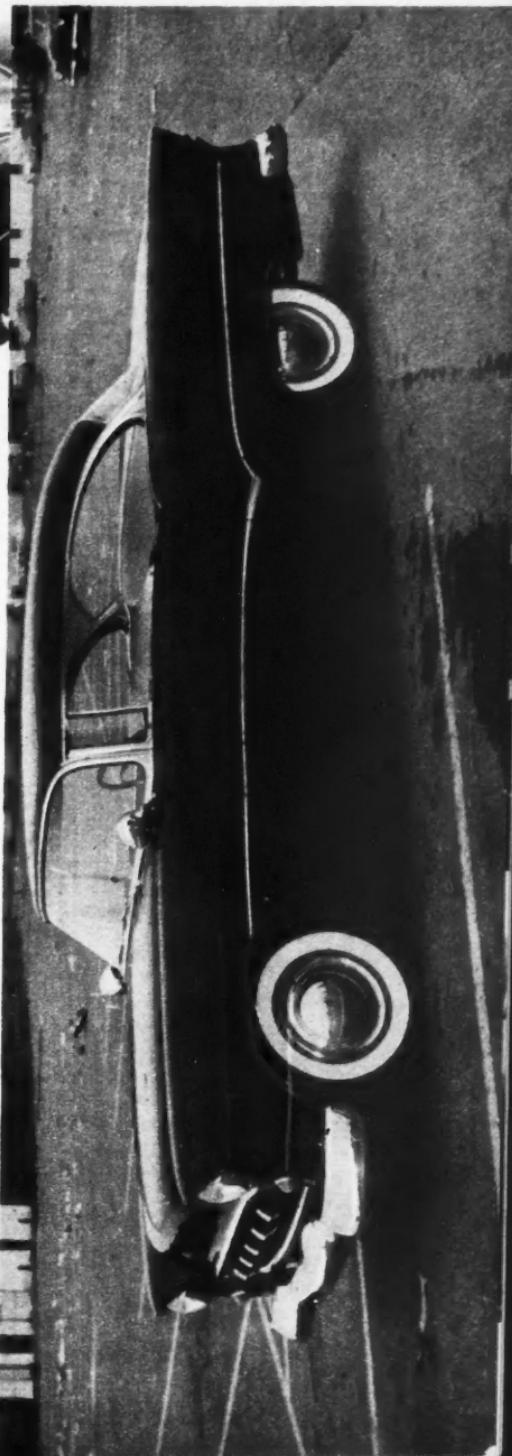


BOVE • '55 Lincoln taillight lenses, cut down to fit and frenched-in, subtly alter our view of Wally Ruby's '55 Chevrolet. Loyd's in San Pablo, Calif. did the work.

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ike
ne
IGHT • '55 Dodge Lancer side trim brings out natural grace of Chevy's flanks. Paint and unusual grille are handiwork of Joe Wilson custom shop in Hayward, Calif.



IGHT • Grille silhouette from Lincoln's grille mounted on body of '55 Chevy. Other frenched alterations, '50 Chevy side lights.



ACCESSORY OF THE MONTH:



TAP*

FIBERGLASS
CUSTOMIZING AND
REPAIR KIT

THE MAGIC MATERIAL fiberglass, combined with metal-bonding Epoxy resin, has provided a great restyling medium for do-it-yourself custom car builders. Its inexpensive cost coupled with ease of application has been an "ace-in-the-hole" for many enthusiasts who's means would ordinarily limit the extent of their customizing activities. Not only did this new material unlock many doors for the tyro customizer, but it also afforded backyard repairs for all types of metal cars.

This month's accessory product is a package deal for fiberglass repairing and customizing. The "TAP" fiberglass kit contains all the necessary ingredients (and then some) to ac-

complish repairing or restyling of any metal or fiberglass bodied car. On the following four pages you will find two step-by-step stories; the first illustrates correct procedure for repairing a rusted-out area on a metal body, preferably one of early vintage, and the latter shows you how to accomplish easy-to-do customizing tricks with the magical cloth. The manufacturer has a very informative booklet just off the presses titled "The Glasser's Manual" which illustrates all the latest customizing effects that can be achieved with their glassing kit. For information write "TAP" Customizer's Kit, CC, Taylor & Art, 1710 East 12th Street, Oakland 6, California.

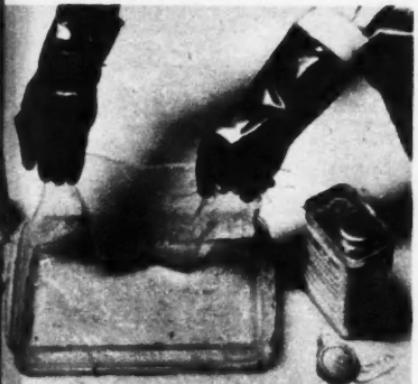
FIBERGLASS METAL REPAIR



1. Badly rusted-out areas are a natural for the versatile "TAP" fiberglass repair kit.



2. Grind paint from surface; apply wax & grease remover. Surface is then pre-heated.



3. Mix the hardening agent with resin as per instructions, then saturate the cloth.



4. Laminate glass to working area. Curing can be done by heat or natural sunlight.



5. After the fiberglass has cured, employ a sander to grind the surface to perfection.



6. Last steps consist of blocksanding, priming, then comes application of the paint.

CONTINUED

CAR FIBERGLASS CUSTOMIZING



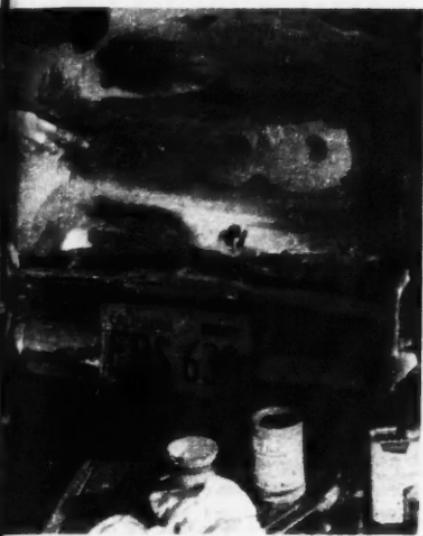
1. First step in customizing work is to grind paint down to bare metal, then thoroughly clean surface with wax and grease remover which can be purchased from paint store.



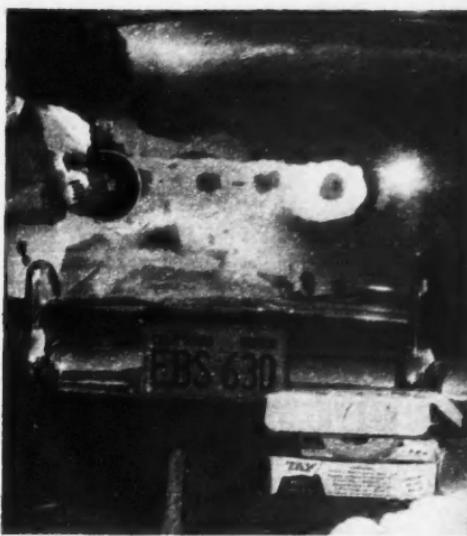
2. A broad countersink is used to flare the edges of the holes for better adhesion.



3. Apply patches of resin-soaked glass over holes leaving small pocket in each hole. 4. Place



4. The small pockets are now filled with plastic putty made up per instructions.



5. After the material has cured an electric grinder is used to grind surface smooth.



6. Last steps consist of block sanding and priming the surface, then apply the finish paint. Aside from simple customizing, fiberglass kit will also handle major custom work.

WHAT'S YOUR PROBLEM?



By Bob Pendergast

150 HP PLEASE

Dear Bob:

I have recently acquired a '32 Ford tudor, and am now in search of some motivation. I have neither the money or interest for a big OHV V8 but instead would appreciate a good engine of around 150-160 horsepower — the stock transmission will handle this much horsepower, won't it?

— Mike Crandall,
Kalamazoo, Mich.

O.K., don't put a big overhead in it — use a little overhead instead, because you can't fight those OHV's — they're here to stay. Dollar for dollar invested, you can't get more HP for less

with anything else. My recommendation would be for a Dodge, DeSoto, or Chevrolet V8, three will install readily in the Deuce chassis with the minimum of mount-making and add or buying, and they're close enough in weight so choose the one for you by how good a deal you can get. You can't miss.

GMC SWAP

Dear Bob:

I have a '50 Chevrolet. The engine is going to pot, so I would like some information installing a 270 GMC in its place.

— Bill Taylor,
Deerwood, Minn.

As far as the back end is concerned, the "Jimmy" just falls into Chevrolet chassis. In front, you'll need to move the front mount forward about $1\frac{1}{2}$ " in order to line up with the GMC mount plate. Radiator clearance is obtained through reversing the radiator frame, moving the core forward about 2". The biggest strain in this swap is the steering — you'll need to section the GMC pan to clear the center pivot arm of the steering assembly. Best bet here is to go ahead and install the engine, minus pan, then cut as much as is necessary to install afterwards. This way you can be sure you've got it back on if it is necessary to remove it at a later date.

CLOSE CALL

Dear Bob:

I would like to build a "bucket" similar to the ones on the covers of your April

NEW OLDS 3 CARBURETOR MANIFOLD

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INCREASE utilizing low-cost
carburetors

Designed for use as a 3 or 2 carburetor
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August '57 editions of Car Craft, and would appreciate knowing if a '25-'27 "T" body would fit on '40 Ford rails, or would the "T" rails do the job just by changing the running gear if I use my Chrysler V8.

— Fred Stirling,
Pocatello, Idaho

This is what I would call a close one — everyday, someone, somewhere is putting a too-heavy engine into a too-light chassis. The answer to that one is, if in doubt, go bigger, but with the chassis, not the engine. A frame does not have to break to get you into trouble. Just because it doesn't bend in the middle when at rest is no indication that a given frame is rigid enough for a given engine. Moral of the story can be seen by looking inside any "T" roadster body. They contain a super-light sub-frame, designed only to hold the body together, yet we've heard of people (?) trying to use this hopelessly limp member for the main frame of the car.

To answer your particular query, Fred, none of the "T" series will fit over a '40 frame, as is. The best things you can use out of a '40 are the rear end and brakes. "A" frames fit "T" bodies nicely, and when equipped with suitable tubular cross-members, are rigid enough to handle decently with all but the heaviest engines. If a Chrysler is the order of the day, I'd say go to a '32 frame, with the rear horns narrowed down to fit into the "T" deck. Better safe than sorry, and the few extra

pounds a rigid frame may weigh over a "wiggly" one can easily be off-set by an extra .060" cut with the boring bar on that big-holed "chisler."

NAVAL AVIATOR

Dear Bob:

I own a '57 Ford pick-up with the T-bird engine, supercharged. Do you have any advice on how a fellow keeps a pick-up from having a tendency to fly at high speeds? What gear ratio would best fit my needs up to 80 mph?

— Harley Batson,
Fasron 11,
Atsugi, Japan

Un-loaded pick-ups are almost invariably over-sprung and under-shocked for best handling. If no heavy hauling is contemplated, I'd take a leaf from each rear spring, two leaves from those in front, and install some heavier duty shocks, such as made by Gabriel, Monroe, or Columbus. The slight reduction in spring tension will also lower the CG somewhat, which is bound to help things. Regarding gears, if your truck hasn't an overdrive, the one it comes with is as low as most people would care to go, if any high speed is to be used. With OD, stuff in the optional 4.89 cog — that will give you 80 mph at approximately 4500 rpm in conventional, thus providing good acceleration all the way up. In OD, your final drive ratio will be approximately 3.43 — just near perfect for all-out top speed from your present engine.

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1957

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HOT ROD ANNUAL

As new as a '58 car, the 1958 HOT ROD ANNUAL is a real streamlined job, crammed with fresh features, new ideas from cover to cover.

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BUILDING AN OVERHEAD

to this it is a dependable unit entirely adequate for a hot street engine, and inexpensive.

The advantages of a two-coil distributor are numerous but the most important of them is that it will not limit the maximum crankshaft speed of an engine by failing to fire the engine's cylinders. This is because the coils take turns firing the cylinders instead of one coil doing the entire job, as in a conventional setup. This allows each coil twice the time to charge as it would have normally so that it can create a spark at the spark plugs at high speeds.

The distributor has a vacuum advance diaphragm in addition to its governor weights. Vacuum for the diaphragm was taken from the middle carburetor because it is the only one that will be operating at low engine speeds. However, these carburetors have the combined manifold and venturi vacuum takeoff that is used for Holley distributors and which isn't suitable for conventional distributors unless it is altered. This was done by installing a small plug in the branch of the takeoff that goes to the venturi, leaving only the passage that communicates with the port at the edge of the throttle valve. This port is open to manifold vacuum when the engine is running at speeds above idle, enabling the vacuum to move the diaphragm and advance the timing. During periods of low vacuum, such as when the engine is pulling hard or accelerating, the diaphragm has no effect.

The engine was prepared to receive the distributor by turning its crankshaft to place the piston in cylinder number one at the top center position on its compression stroke, as indicated by lash in the rocker arms for the cylinder's intake and exhaust valves and the timing mark on the crankshaft pulley being in line with the pointer on the timing chain cover. The cylinders in this engine are numbered 1, 3, 5, and 7 in the left bank, and 2, 4, 6, and 8 in the right bank, starting from the front of the engine.

The next step was to determine the direction the distributor's vacuum diaphragm housing should face when the distributor was in the engine so it wouldn't interfere with the



Neat appearing wiring routing gained by procedure shown in preceding photo and described in text is shown here. Ignition Engineering, Inc., recommend stock Ford coils.

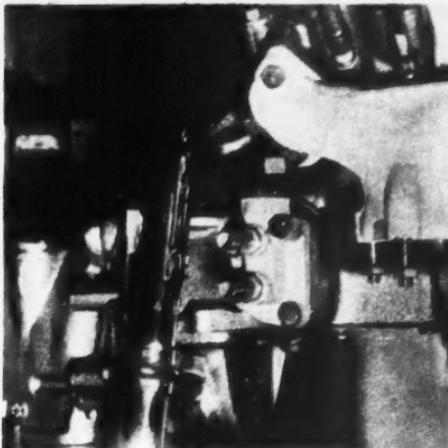
intake manifold or some other part of the engine. The position decided on was with the housing facing the right side of the engine. Next, it was necessary to determine which of the spark plug cables sockets in the distributor cap would be used for cylinder number one. By using the correct socket with a distributor of this type it is possible to install the cables so that the four sockets on one side of the cap serve the cylinders on that side of the engine and the four on the other side serve the cylinders on that side. As it worked out, the socket for cylinder number one was the second from the front of the cap on the cap's left side. A mark was made on this socket for future reference and another mark was made on the side of the distributor housing in line with the socket.

The cap was removed from the distributor and then the distributor's shaft was turned to the position where one of the contacts on the end of the rotor was aimed directly at the mark made on the housing and one of the lobes on the breaker cam was under the rubbing block on one of the movable point arms. If one of the lobes on the cam had not been under the rubbing block on one of the point arms, the wrong end of the rotor would have been pointing at the mark.

Because of the angle of the teeth on the distributor shaft's drive gear, it is necessary, before the distributor is inserted in the block, to rotate the shaft $42\frac{1}{4}$ degrees in its normal direction of rotation, which is counter-clockwise, from the position it must be in relation to the distributor housing when the distributor is in the engine. It may be a little difficult to determine how much $42\frac{1}{4}$ degrees is by just eyeballing the shaft and the rotor but it is easy to rotate the shaft 45 degrees, which is close enough for the purpose, because that is the number of degrees between the sockets in the distributor cap. Another method of positioning the shaft would be by turning it counter-clockwise until the breaker arm just starts to open the set of points that are not to be used for cylinder number one. With the shaft in this position, it is 45 degrees from the position in which it must be when the distributor is in the engine.

With the distributor housing and shaft in their correct positions in relation to the cylinder block and each other, Rick lowered the distributor into the engine and meshed the lower end of its shaft with the oil pump drive shaft and the gear on the camshaft. As the distributor gear meshed with the cam gear, the shaft rotated clockwise to the point where the contact on the end of the rotor pointed to the mark on the housing. The clamp that holds the distributor housing to the block was installed next, then the housing was rotated slightly so the leading edge of the correct lobe on the breaker cam was just starting to open the correct set of points. The distributor was locked to the block in this position by tightening the capscrew in the clamp. This setting will be close enough to start the engine and then the timing will be adjusted more accurately with a timing light. The procedure for installing the spark plug wires in the cap of a distributor of this type is somewhat different than for a stocker because of the fact that the secondary voltage from the coils is delivered to the terminals in the cap by both ends of the rotor. The current is delivered alternately by the ends, which means that instead of the plug cables being placed in the cap in the firing order of the engine, which is 1, 8, 7, 3, 6, 5, 4, 2, they must be installed in the order of 1, 5, 7, 6, 8, 4, 3. The numbers correspond to the numbers of the cylinders in the engine.

Rick used two stock coils with the distributor and they were wired so that each of them receives current directly from the igni-



Mounting the oil filter in a location remote from the engine, frequently desirable in engine swaps, was accomplished by use of Hildebrandt adaptor fitting.

tion switch. The secondary cable from the coil with its primary post connected to the points that fire cylinder number one was inserted in the distributor cap's center socket. If the coils used with an arrangement of this type require resistors, it is important that each of them has its own resistor and that each resistor receives current directly from the ignition switch. Some cars have an ignition resistor mounted on the inside of their firewall or in some other place where it is hidden from view and if such a resistor is not bypassed when dual coils are installed, the coils will not receive full voltage.

The best ignition system in the world can't do an engine any good if the spark it creates can't get to the spark plugs. The stock cables used on many of the engines made today have graphite conductors to help suppress ignition noise in the radio and although cables of this type are good for suppressing noise, they aren't much good for firing the plugs of an engine that has a high compression ratio and will be run at high rpm. With these things, and appearance, in mind, Rick decided to install Belden "Polysil" spark plug cables on his engine. The clear plastic insulating material used on these cables is decorative

CONTINUED ON PAGE 66



CUSTOM QUERIES

George Cerny
CERNY'S BODY SHOP

LOWERING THE '56 CHEV

Dear George:

People around here are not too custom conscious and I want to drop my '56 Chev up front. I have read several articles on the *pros* and *cons* on lowering so am writing to you for the purpose of finding out what would be the best method to employ? I wish to lower the car some two to three inches — thank you.

— Gale Dannels
Orleans, Mass.

We have found that the best method considering price and all, is to remove one coil from the front springs. The job is simple, cost is very moderate, and the ride is not impaired as it is on other late model cars. We have done many front end lowering jobs on '55 and '56 Chevrolets in this manner — and speak with experience.

CHEV FOR CHEV

Dear George:

I have a '54 Chevrolet hard top and have recently started to customize it. I have a few items that I am not quite sure about so I thought maybe you could straighten me out on some of the problems. First, I would like to install '57 Chev rear fenders to the body — is this possible? Next, I would like to know if you might have any jet hot ideas for a grille change? Last, is the choice of a new Chrysler engine for the car. How much work would this involve?

— Richard French
Tenafly, N. J.

Yes, the fender modification you speak of is very possible, Dick, but you must remember that extensive work would be involved and cost would

be high. I just completed restyling a '54 Chevrolet for this month's "Restyling" article (page 34) and possibly the grille on this model is something that would fit your fancy. You can check out the price list accompanying the article for cost. Installation of a Chrysler OHV would be tremendously complicated due to the interference of the bulky valve covers with the Chev body's firewall bracing. It could be done if time and money are unlimited, but in all probability the cowl structure would have to be hacked away to such an extent that the structural rigidity of the entire front portion of the body would suffer.

'56 CHEV IDEAS

Dear George:

I own a '56 Chev and wish to restyle the taillights. I hope to use an Oldsmobile taillight ('53 or later), but can't make up my mind if this is a good plan — possibly you could suggest a better component for restyling the Chev's taillight department? Any ideas would be greatly appreciated.

— John Hind Jr.
West Orange, N. J.

I think your Oldsmobile taillight idea is a good thought, John, if you use the '55 lens. Major metal surgery would be involved, but the completed job should look very good.

PLYMOUTH HASSLES

Dear George:

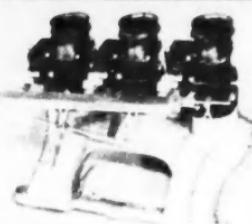
In customizing my '50 Plymouth I am lost as to what headlight rim to use to french in the headlights. I've tried the '51 Ford rim but it leaves a large gap between the seal beam unit — what do you suggest? My second problem is what type of lock or kit should I use to actuate the deck lid once it has the exterior trim removed? Any help you can forward me will be greatly appreciated.

— Richard Spileers
Detroit, Michigan

I suggest a '55 Chevrolet headlight rim for you, Plymouth, Dick, because it will fit the fender contour much better and will give you the latest "look," that of shaded styling. For the deck lid — use a '49 Chev trunk latch assembly employing an accessory trunk lid solenoid kit for actuating the mechanism. You can purchase one of these solenoid trunk lid kits from any automotive accessory store — if you have trouble check out with automotive accessory stores currently advertising in CAR CRAFT.

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BUILDING AN OVERHEAD

tive as well as efficient and their conductor is fully capable of conducting the voltage from the distributor to the plugs.

Rick wanted to use a full-flow oil filter on his engine but the stock filter, because of its position on the engine, wouldn't have been practical when the engine was in the Corvette chassis. His remedy for this was a Hildebrandt oil filter adaptor fitting. This fitting is an aluminum casting which bolts to the oil filter pad on the cylinder block. It is drilled and tapped for pipe fittings which enable suitable neoprene hoses to be attached to it. The other ends of the hoses are then connected to any type of full-flow filter one might want to use, after the filter has been mounted on the firewall or some other convenient support. The adaptor is machined for the by-pass ball check and plug used in the stock filter and these must be installed in the fitting. The purpose of the by-pass valve is to enable oil to by-pass the filter if the filter element should become so clogged with dirt that oil cannot flow through it.

The installation of the rest of the parts of the engine was accomplished without difficulty and then the engine was ready for installation in the Corvette chassis. However, that part of the job is another story that will be told in a later issue of Car Craft Magazine.

COMING ATTRACTION

Hailing from the home of the Miss Universe contest, Long Beach, California, this month's model is lovely young Marna Redmayne. Posed with a custom car featuring restyled headlights, Marna's here to let you know about the special headlight shading article coming up in the December CAR CRAFT, on sale November 10. Going to be with us?

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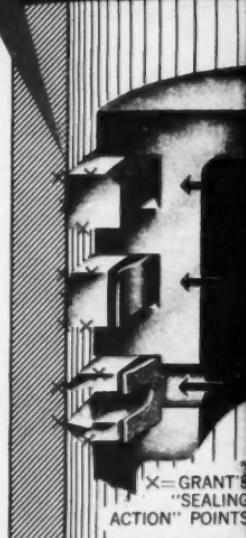
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